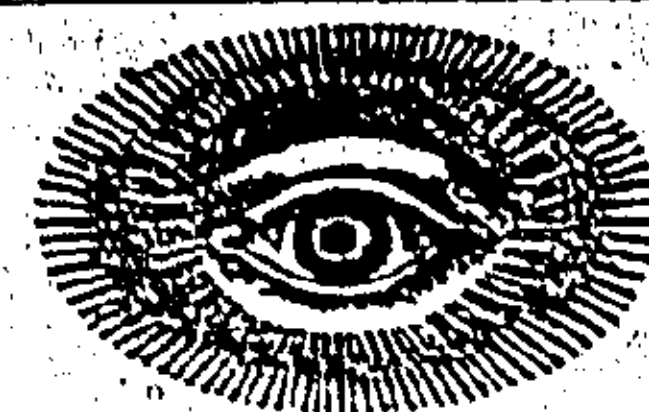


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No. 21580 號拾捌百伍仟壹萬式第 日肆拾月捌年卯丁 HONG KONG, FRIDAY, SEPTEMBER, 9th, 1927. 伍拜禮 日玖月玖年七廿百九仟壹英 PRICE: \$3 PER MONTH.

KOWLOON-CANTON RAILWAY. TIME-TABLE.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	6.37	8.00	9.25	10.09	12.09	1.15	2.37	3.00	4.57	5.43
Yauwatt ...Dep.	6.45	8.08	9.33	10.18	12.18	1.24	2.46	3.09	5.06	5.52
Shatin ...Dep.	6.53	8.16	9.41	10.26	12.26	1.32	2.54	3.17	5.14	6.00
Taipei ...Dep.	7.01	8.24	9.49	10.34	12.34	1.40	3.02	3.25	5.22	6.08
Taipei Market ...Dep.	7.09	8.32	9.57	10.42	12.42	1.48	3.10	3.33	5.30	6.16
Fanning ...Dep.	7.17	8.40	10.05	10.50	12.50	1.56	3.18	3.41	5.38	6.24
Shuanghui ...Dep.	7.25	8.48	10.13	10.58	12.58	2.04	3.26	3.49	5.44	6.30
Shuanghui ...Arr.	7.33	8.56	10.21	11.06	13.06	2.12	3.34	3.57	5.52	6.38
Shuanghui ...Dep.	7.41	9.04	10.29	11.14	13.14	2.20	3.42	4.05	6.00	6.46
Canton ...Arr.	11.50	—	—	—	—	—	—	—	—	—

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Canton ...Dep.	—	—	—	—	8.03	8.40	9.17	9.54	10.31	11.08
Shuanghui ...Dep.	—	—	—	—	8.11	8.48	9.25	10.02	10.39	11.16
Shuanghui ...Arr.	—	—	—	—	8.19	8.56	9.33	10.10	10.47	11.24
Shuanghui ...Dep.	—	—	—	—	8.27	9.04	9.41	10.18	10.55	11.32
Shuanghui ...Arr.	—	—	—	—	8.35	9.12	9.49	10.26	11.03	11.40
Shuanghui ...Dep.	—	—	—	—	8.43	9.20	9.57	10.34	11.11	11.48
Shuanghui ...Arr.	—	—	—	—	8.51	9.28	10.05	10.42	11.19	11.56
Shuanghui ...Dep.	—	—	—	—	8.59	9.36	10.13	10.50	11.27	12.04
Shuanghui ...Arr.	—	—	—	—	9.07	9.44	10.21	10.58	11.35	12.12
Shuanghui ...Dep.	—	—	—	—	9.15	9.52	10.29	11.06	11.43	12.20
Shuanghui ...Arr.	—	—	—	—	9.23	10.00	10.37	11.14	11.51	12.28

SHA TAU KOK BRANCH.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Fanning ...Dep.	—	—	—	—	7.45	8.15	8.45	9.15	9.45	10.15
Shuanghui ...Dep.	—	—	—	—	7.53	8.23	8.53	9.23	9.53	10.23
Shuanghui ...Arr.	—	—	—	—	8.01	8.31	9.01	9.31	10.01	10.31
Shuanghui ...Dep.	—	—	—	—	8.09	8.39	9.09	9.39	10.09	10.39
Shuanghui ...Arr.	—	—	—	—	8.17	8.47	9.17	9.47	10.17	10.47
Shuanghui ...Dep.	—	—	—	—	8.25	8.55	9.25	9.55	10.25	10.55
Shuanghui ...Arr.	—	—	—	—	8.33	9.03	9.33	10.03	10.33	11.03
Shuanghui ...Dep.	—	—	—	—	8.41	9.11	9.41	10.11	10.41	11.11
Shuanghui ...Arr.	—	—	—	—	8.49	9.19	9.49	10.19	10.49	11.19
Shuanghui ...Dep.	—	—	—	—	8.57	9.27	9.57	10.27	10.57	11.27
Shuanghui ...Arr.	—	—	—	—	9.05	9.35	10.05	10.35	11.05	11.35

Further information may be obtained at the Railway Offices, Kowloon, or from Messrs. TONG, COOK & SON, Ltd., Hong Kong, or from THE AMERICAN EXPRESS COMPANY, Hong Kong.

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a Beer brewed in Scotland
and worthy of the land of its
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ITALY'S HANDSOME APOLOGY.

SEQUEL TO ILL-TREATING AN ENGLISHWOMAN.

"WILL NOT OCCUR AGAIN."

The astounding ill-treatment of Mrs. Dorothy Bodley, an Englishwoman, by the Italian authorities, after she had crashed in a seaplane off Cagliari, Sardinia, on June 3rd, had a remarkable sequel in the form of a handsome apology from the Italian Government.

Mrs. Bodley was rescued when the seaplane was in danger of sinking. Instead of allowing her to go to a hotel the authorities at Cagliari marched her through the streets to a barrack-room filled with soldiers, where Mrs. Bodley was compelled to undergo a humiliating period of detention before she was allowed to communicate with the British Consul.

The privations which Mrs. Bodley endured in Cagliari for five days after her arrival there were reported in the *Daily Express* immediately on Mrs. Bodley's return to England. Questions in the House of Commons followed the publication of the narrative, and the matter was taken up by the British Ambassador in Rome, who requested an investigation on the spot.

The Note.

The British Ambassador in Rome has now forwarded to England the following translation of the note which he has received from the Italian Government in reply to the representations which he addressed to them:

"The Italian Government express their great regret that, owing to the strict interpretation of the regulations in force relative to maritime and military police in Sardinia, and owing to the local conditions, the distances, and the scarcity of accommodation, Mrs. Bodley should, on the occasion of her forced landing at Cagliari, have met with inconveniences and delays which the Italian Government would have been sincerely glad she should have been spared.

"The inconveniences of which Mrs. Bodley complains were largely due to the fact that it was impossible at once to find anybody who could understand her and translate her wishes, as she only spoke English, which was no doubt principally caused by the adventures which she had met with on her journey.

"In conclusion, the Italian Government renew their expression of regret for the inconveniences actually suffered by Mrs. Bodley, and also desire to give an assurance that they have taken the opportunity to cause instructions to be issued with the object of a repetition of similar difficulties being avoided as far as possible."

MORE FLYING MEN.

TRAINING PLAN FOR U.S. NAVY OFFICERS.

In an effort to increase the number of senior naval officers qualified for aviation, line officers who were graduated from the United States Naval Academy between 1897 and 1905 are to undergo an examination to determine their fitness to take aviation courses. The only exceptions are those restricted to engineer duties.

The officers will undergo the regular physical and psychological tests and those selected will be trained at the Naval Air Station at Pensacola, Fla., with a view to designation as naval aviators and naval aviation observers.

It is not the intention, however, says a report, to order any officer to Pensacola for training unless he makes written application for such service.

"It is hoped to increase the number of senior officers who are qualified for aviation duties to meet prospective requirements of the service," it was explained at the Navy Department.

BOY SCOUTS IN RUSSIA.

RED SONGS FOR MRS. SUN.

CHILDREN KNOW ALL ABOUT REVOLUTION.

KHABAROVSK (SIBERIA), August 29th.

Mrs. Sun Yat Sen, en route to Moscow and Western Europe, was greeted by the "pioneers" in the small village of Muravov when her train was held up twelve hours by the Amur floods which had washed out a bridge.

The "pioneers" (Russian boy and girl scouts) took advantage of the unusual occasion to greet the Kuomintang leader. Through trains rarely stop at this point, and travellers of Mrs. Sun Yat Sen's fame are rare in that village.

The youngsters seemed thrilled at the opportunity to see and talk with the Chinese leader. A group of them came to her car and presented a bouquet of native flowers, inviting her to the local school garden. There, seated in a circle about Mrs. Sun, they sang revolutionary songs.

Later the entire school accompanied Mrs. Sun on a walk to a lovely grove outside the village where she chatted with the teachers and children. She seemed much affected to find that children in this out-of-the-way village knew the events and the significance of the Chinese revolution.

One freckled-faced girl, a nine year old, voluntarily reviewed the revolutionary history of Sun Yat Sen and, in reply to questions from Mrs. Sun, stated that the sympathy of Russia toward China was natural because the enemies and oppressors of both countries were identical.

Upon the return to the train, when told by local people how elated the children had been at meeting her, Mrs. Sun stated that she was no less thrilled to find youth, in such distant parts of Russia, taking an intelligent and active interest in revolutionary events in China.

Beyond Muravov, the train passed over the new bridge which had been erected within twelve hours by emergency crews which have been repairing long stretches of line washed out by the floods. The Ema river, a tributary of the Amur, whose channel had been diverted when the road was built, had broken through the old channel during the flood, causing the worst break on the line between Amur and Vladivostok. One hundred and seventy carloads of gravel were used to make a new roadbed, and the whole task of filling in, laying the ties and rails, was accomplished in record time. The train went over the reconstructed bridge late in the evening by the light of flaming torches.

Nationalist News Agency.

£20 A WEEK FOR BRICK- LAYERS.

WHY U.S. EMPLOYERS PAY HIGH WAGES.

Building labourers who earn as much as £20 a week in boom periods are among the many American working men who are enjoying remarkable prosperity because of the doctrine of high wages.

This and other striking instances of earning capacity are given by Mr. H. B. Butler, deputy director of the International Labour Office, in his report on industrial relations in the United States.

"American employers," says Mr. Butler, "now generally express the view that high wages are advantageous as being an incentive to production, as encouraging a better feeling among their work-people, and as creating a purchasing power among them which serves to promote and to maintain prosperity."

Working men in America are earning wages worth 30 per cent. more than before the war. Hours are fewer, but individual output is higher, largely on account of the introduction of mass production methods.

Mr. Butler is warm in his appreciation of the high wages policy, but he does not favour the system adopted by many American employers' organisations of using spies to combat trade unions.

DIARY OF EVENTS.

To-day.

White Dew (Fest.).
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m., and King Edward Hotel, 5 p.m.
Organ Recital by Major E. J. Barkham, St. John's Cathedral, 5.20 p.m.

St. Peter's Y.M.C. last month—light bathing picnic. Launch leaves Queen's Pier, 6.30 p.m.
Ping Pong League: C.R.C. v. Y.M.C.A. (St. Peter's Club).
Naval and Military Y.M.C.A.s: "Cheer O," Concert, 7 p.m.; "Better Ole," Variety Concert, 7 p.m.

Dinner Dances at Cafe Restaurant Parisien.
Queen's Theatre: "Wanderer of the Wasteland."
World Theatre: "Hey! Hey! Cowboy."
Star Theatre: "The King on Main Street."

Principal Mails:—Inward: Europe via Siberia (Novara). Outward: Europe via Siberia (Lycaon), 10.30 a.m.

Saturday.

Mid Autumn Festival (Chung-ching-fest.).
Bankruptcy Court, 10.30 a.m.
St. Peter's Club Picnic for Blind Home inmates: Start from Star Ferry Wharf, 2.30 p.m.

Naval and Military Y.M.C.A.s: Launch Picnic: Launch leaves Queen's Pier, 2.15 p.m.; Kowloon, 2.30 p.m.

St. Peter's Y.M.C. launch picnic. Launch leaves Queen's Pier, 3.45 p.m.

Cricket: I.R.C. v. R.A.O.C., on I.R.C. ground, 2 p.m.

Lawn Tennis League:—Division I: Kowloon Dock R.C. v. Tai Koo R.C. Division II: Tai Koo R.C. v. H.K. Yacht Club.

Hong Kong Baseball League: "Dragons" (S.C.A.A.) v. Philippines, Happy Valley Diamond, 4 p.m.

Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.
Ping Pong League: T. Institute v. St. Peter's Club (S.C.A.A.).
Dinner Dances at Cafe Restaurant Parisien and King Edward Hotel.

Promenade Concert by Band of 1st Cameronians, Ede. Memorial Hall Park, Kowloon Tong, 8.30—11.30 p.m.

Concert at Kowloon Cricket Club for Service men, 8.30 p.m.
Queen's Theatre: "Wanderer in the Wasteland."
World Theatre: "Hey! Hey! Cowboy."
Star Theatre: "The King on Main Street."

Principal Mails:—Outward: Europe via Marseilles, etc. (Ramo Maru), 9.30 a.m.

Sunday.

13th Sunday after Trinity.
Interpret Bowls: Trial games at Craigengower C.C., 3.30 p.m.

Inter-Departmental Bowls Competition:—Semi-final: Small Units v. Police, Happy Valley, 3.45 p.m.

H.K. Baseball League: H.K. Baseball Club v. Club de Recreo, Happy Valley Diamond, 4 p.m.

Naval and Military Y.M.C.A.s: Men's Meetings: "Cheer O," 7.45 p.m.; "Better Ole," 8 p.m.

Open-air Concert by Military Band, Kowloon Dock Bathing Beach, 8.30 p.m.

After dinner dance, Lee Gardens.
Principal Mails:—Inward: Manila (President Grant).
Monday.

Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m., and King Edward Hotel, 5 p.m.

Water Polo League: 2nd Scots Guards v. K.O.S.B.; V.R.C. "A" v. Royal Navy.

Ping Pong League: Club de Recreo v. S.C.A.A. (C.C.Y.M.S.).
Dinner Dances at Cafe Restaurant Parisien.

Social for Service men at St. Peter's Young Men's Club, 8.30 p.m.

Principal Mails:—Inward: Europe via Singapore, 5 p.m. (Singapore); America, etc. (President Harrison and President Lincoln).
Outward: Canada, U.S.A., etc. Europe via Siberia and via San Francisco. (President Grant), 5 p.m.; Manila (President Harrison), 5 p.m.

Tuesday.
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m. H.K. Baseball League: Club de Recreo v. "Dragons" (S.C.A.A.).
Happy Valley Diamond, 4.15 p.m.

Ping Pong League: Hop Yip Club v. C.A.A. (Y.M.C.A.).
Dinner Dances at Cafe Restaurant Parisien and after dinner dances at Lee Gardens.
Oriental Strolling Players open at Lee Theatre.

Principal Mails:—Inward: U.S.A., etc. (Shimo Maru). Outward: Australia, New Zealand, etc. (Taiping), 10.30 a.m.; Manila (President Lincoln), 4.30 p.m.

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BURROUGHS WELLCOME & CO.
(Proprietors) THE WELLCOME FOUNDATION LTD., LONDON, E.C.C.
LONDON AND SHANGHAI

RICE IN SIBERIA.

PLAN FOR INCREASING JAPAN'S FOOD SUPPLY.

SOVIET APPROVAL.

According to the *Fomiori*, the scheme which has been maturing among a group of Japanese capitalists for some time for putting large tracts of land in the littoral districts of Siberia under cultivation for rice planting purposes has been brought within sight of materialisation. An understanding has quite recently been established with the Russian authorities and the Japanese interests have decided to send Mr. Kurachi Tetsuichi, formerly the Vice-Minister of Foreign Affairs, to negotiate with the Russian authorities in the littoral districts on their behalf. Mr. Kurachi is to leave Tokyo for the Ussuri district this evening (9th inst.), travelling via Korea and Harbin. It is expected that he will open negotiations with the Far Eastern Concessions Committee of the Far Eastern Government at Khabarovsk to fix the details of the plan.

Korean and Russian Labour.
The *Fomiori* further reports that as it is believed that the approval of the Russian Ambassador in Tokyo and the approval of the Far Eastern Government, through him, have already been secured for the scheme, no great difficulty will be experienced in arranging the details. The Government, it is said, is much interested in the plan as it is on a sufficiently large scale to relieve a shortage of rice supplies at home to no small extent, and it is evidently willing to give a fair measure of support to make it a success. The Japanese promoters propose to employ Korean and Russian labour on the cultivation work, restricting Japan's part to the supply of capital and technical work. The rice produced is to be imported into Japan.

Suitable Districts.
It is said that the adaptability of the soil of the Ussuri district for rice plantation was born in upon many Japanese at the time of the Siberian expedition and both the Government and business interests have often sent agricultural experts to that district for inspection purposes. As the result of these expert investigations, it was ascertained that a very extensive territory covering the Ussuri valley and the Nikolai district is adapted for the raising of rice and that the prospects are rendered brighter by the low wages available. A man named Imanishi is already engaged in rice planting in the Nikolai district and is reaping excellent results.

Korean farmers in a district near the Tumen are also said to be raising fine rice crops every year. Some time ago, the Mitsubishi interests planned to raise rice on extensive areas in that district, but the revolution that subsequently broke out in Russia and other circumstances prevented them from carrying it out.

Negotiations.
Mr. Kurachi, who is going to Khabarovsk to conduct negotiations with the Russian authorities there in connection with the plan, is quoted by the same Tokyo paper as saying that his original intention was to visit that city in April or May this year, but the political change which suddenly occurred in this country and the convocation of an extraordinary session of the Diet that soon followed caused the delay in his intended visit. He is to go to Harbin first to attend a celebration to be held there in honour of the tenth anniversary of the commercial museum, which is under the management of the Russo-Japanese Association. After staying there for a week, he will proceed to Vladivostok and then to Khabarovsk.

While Japan is now evidently better understood in Moscow than some time ago, there still seems to be some lingering misunderstanding about Japan among the Russian authorities in the Far East, and he wishes to utilise the opportunities afforded by his present visit to Siberia to exchange views with them frankly with a view to making Japan's policy fully known to them and removing the misunderstanding that may exist among them.

Russia has her own plan for colonising Siberia and consequently has had an aversion to the idea of Japanese emigrants being settled there. Recently, however, the Russian authorities have modified their attitude so far as to promise, though informally, their support to Japan's schemes for investments in Siberia, provided Japanese emigrants are not to promote the schemes. Encouraged by this friendly attitude, says Mr. Kurachi, various new schemes may be started in Siberia by Japanese capitalists. As to the scheme for planting rice over extensive tracts of land, it was first conceived by the last Cabinet but one, but it has made little headway owing to the ambiguous attitude of the Russian authorities towards it. Now, however, that their attitude has been made clear, he believes that he will have the opportunity of discussing the scheme with the Russian authorities at Khabarovsk during his present trip.

HONG KONG VOLUNTEER DEFENCE CORPS.

[ORDERS BY LT.-COL. L. G. BIRD, D.S.O., ADMINISTRATIVE COMMANDANT.]

No. 293.

1.—Recruits.

Parade at Volunteer Headquarters on Friday, September 15th, 1927, at 5.30 p.m. All those who have not passed all their Musketry Tests Nos. 1 to 8 will attend.

Dress: Multi, Musketry Order.

2.—Artillery Company.

The Company will parade at Volunteer Headquarters on Thursday, September 15th, at 5.30 p.m. for Gun Drill. Dress: Multi.

Signalers as per programme.

All members are reminded that Part II. Musketry will be fired at Stonecutters Range on Sunday, September 18th, when it is hoped members will make a point of attending.

Range Officer: 2/Lieut. C. P. Anderson, M.C.
Scores for Part II. will count for Willson Cup, and the O.C.'s Cup.

3.—Engineer Company.

Spoon Shoot under handicap on the Miniature Range on Wednesday, September 14th, at 5.30 p.m.

Musketry Part II. will be fired at Stonecutters Range on Sunday, September 18th. It is hoped that all members will make a point of attending on that date.

Range Officer: 2/Lieut. C. P. Anderson, M.C.

Training Season—1927-1928. An outline of the proposed training programme for Field, Signals, and Lights Sections will be sent out to each member of the Company in the near future.

Field Sections should keep free on Monday and Wednesdays.

Signal Sections should keep free on Mondays and Thursdays.

Lights Sections. The re-organisation of this Section is under consideration. In the meantime they will carry on with the Drill and Musketry Tests.

4.—Mounted Infantry Company.

Parade at Stables at 5.30 p.m. on Tuesday, September 13th. Dress: Multi.

5.—Armoured Car Company.

Monday, September 12th. The Company will parade at Volunteer Headquarters at 5.30 p.m. with right. Sub-Section Sergeants will each detail a marker to report to the Company. Sgt.-Major at 5.35 p.m.

Thursday, September 15th. N.C.O.'s Class will be held at Volunteer Headquarters at 5.30 p.m. for Machine Gun Instruction. Dress: Multi.

6.—M.I. and A.C. Companies.

Musketry Part II. will be fired at Stonecutters Range on Sunday, September 18th, 1927.

Range Officer: 2/Lieut. J. E. Hancock.

Launch will leave Murray Pier at 9 a.m. and call at Kowloon Pier at 9.10 a.m.

Dress: Uniform or multi optional, but rifles, bayonets, pouches, braces and belt must be taken.

Arms will be drawn from Corps Headquarters on Friday, September 8th, between 9 a.m. and 12 noon, or 2 and 4 p.m., or 5 and 6 p.m.; and on Saturday, September 10th, between 9 a.m. and 1 p.m.

7.—Infantry Company.

On Friday, September 8th, at 5.30 p.m. All N.C.O.'s and other ranks as detailed by O.C. Company will parade at Volunteer Headquarters for a special N.C.O.'s Course of training in Vickers Gun.

8.—No. 4 Platoon.

The Platoon will parade at The Miniature Range at Corps Headquarters on Thursday, September 15th, at 5.30 p.m., for completion of Standard Tests. Dress: Multi.

9.—Scottish Company.

Special Machine Gun Class, as detailed in previous orders will assemble at Corps Headquarters at 5.30 p.m. on Tuesday, September 13th. Dress: Multi.

Thursday, September 15th. All Platoons, Arms Drill and Squad Drill at Platoon Headquarters at 5.30 p.m. Dress: Multi.

Members of the Company are again reminded that rifle, belt, and bayonet, are to be worn on all parades irrespective of nature thereof. Platoon Commander will see that ensuing two parades 5 minutes is devoted to musketry muscle exercise.

Route March. A Company Route March from Polo Ground to Tai Kok will take place on Thursday, Sept. 25th, when a full turn out is expected.

Musketry Part II. will be fired at Stonecutters Range on Sunday, September 25th, 1927.

Range Officer: Lieut. K. S. Morrison.

Launch will leave Murray Pier at 9 a.m. and call at Kowloon Pier at 9.10 a.m.

Dress: Uniform or multi optional, but rifles, bayonets, pouches, braces and belt must be taken.

Arms will be drawn from Corps Headquarters on Friday, September 23rd, between 9 a.m. and 12 noon, or 2 and 4 p.m., or 5 and 6 p.m.; and on Saturday, September 24th, between 9 a.m. and 1 p.m.

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KELVINATOR SELF-CONTAINED
CABINETS IN WHITE PORCELAIN

LIKE A CLEAN CHINA DISH

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EXCHANGE BUILDING.

Reel Club. Members desiring to join the Club which commences weekly practice on Wednesday, September 21st, 1927, at Helena May Institute are required to communicate with L/Cpl. R. O. Sutherland, c/o Messrs. Palmer and Turner.

10.—Signalling Test.

No. 1049 L/Sgt. R. K. Valentine, No. 400 Cpl. R. D. Read and No. 806 Spr. J. H. Bottomley.

The above mentioned passed the qualifying signalling test, Territorial Standard, during August, 1927.

11.—Small Arms School.

No. 21 L/Sgt. E. C. Goodman, Scottish Company, attended the long qualifying Course at the Small Arms School, Hythe from April 11th and June 17th, 1927, and obtained the qualification Q.I. in the Rifle and Light Automatic.

12.—The following letter has been received by O.C. Scottish Company, from O.C. Shanghai Scottish:

"The Shanghai Scottish with deep regret received the news of the death of your Company Commander, Captain Donald C. Logan, M.C.

"Please convey to the Hong Kong Scottish from all ranks of this Company—our very sincere sympathy with them in their loss of an able commander and good friend—(Sd.) A. Knowles, Captain, Commanding Shanghai Scottish, S.V.C."

13.—Promotion.

No. 732 Bdr. W. E. Price, Artillery Company, is promoted to Lance Sergeant, as from September 8th, 1927.

14.—Transfer.

No. 575 Pte. E. L. Pinguet, Mounted Infantry Company, is transferred to the Reserve Company, as from September 8th, 1927.

15.—Leave.

No. 21 L/Sgt. F. C. Goodman, No. 8 Platoon, rejoined from leave on September 8th, 1927.

The undermentioned are granted leave of absence from the Corps:—No. 187 Pte. L. Jack, No. 7 Platoon, from August 8th to October 8th, 1927.

No. 1102 Pte. E. M. Bryden, No. 7 Platoon, from September 3rd to September 9th, 1927.

No. 1246 Pte. J. W. E. Stirling, No. 6 Platoon, from September 1st, 1927, until returning to Colony.

No. 1247 Pte. W. N. Matchin, No. 6 Platoon, from September 1st, 1927, until returning to Colony.

16.—Resignation.
No. 503 Pte. N. McI. Currie, No. 7 Platoon, is permitted to resign from the Corps, as from September 1st, 1927, having left the Colony.

R. A. WOLFE-MURRAY, Major, Adjutant, H.K.V.D.C.
Hong Kong, September 8th, 1927.

A Welcome Visitor
at any time in every household. Every Bug, Fly, Beetle, Moth, Flea, etc., dies once it has come into proper contact with
KEATING'S

TANGIER'S FUTURE.

DEADLOCK IN NEGOTIATIONS.

PARIS.

The Franco-Spanish negotiations concerning the Statute of Tangier have been postponed to the beginning of October. According to a communiqué, it is not a question of an impasse having been reached, though it is hinted that an interruption of the discussions was necessary in view of the impossibility of the French negotiators, M. de Beaumarchais and M. de Saint Quentin, to admit the claims of General Primo de Rivera as contained in the Spanish memorandum.

While Spain no longer demands the annexation pure and simple of Tangier, the interpretation of her latest claims is that they amount to the same thing. It seems that the French representatives were firm in their refusal not to permit Tangier and its immediate neighbourhood to be occupied by Spanish troops alone in the future. Their arguments seem to be that the doings of smugglers, who are operating freely in the International Zone, must be taken into consideration, and that the Statute of Tangier, while it offers all possible guarantees, must be made more practical and in conformity with the interests of the Powers concerned.

Such is the present stage of the negotiations. There are hopes here that an agreement will be reached since there are vital reasons why France and Spain should come to an understanding. One of the reasons invoked is the necessity of preserving Morocco from new troubles, and it is held that a solution will be found if the representatives of both countries exercise the spirit of conciliation.

EXCHANGE.

CLOSING QUOTATIONS.

September 8th, 1927.

ON LONDON—	
Telegraphic Transfer	1/11 1/2
Bank Bills, on demand	1/11 1/2
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	1/11 1/2
Credit, at 4 months' sight	2/0 3/4
Documentary Bills, 4 months' sight	2/0 3/4
ON PARIS—	
Bank Bills, on demand	1/21 1/2
Credit, 4 months' sight	1/29 0
ON NEW YORK—	
Bank Bills, on demand	47 1/2
Credit, at 60 days' sight	48 1/2
ON BOMBAY—	
Telegraphic Transfer	13 1/2
Bank Bills, on demand	13 1/2
ON CALCUTTA—	
Telegraphic Transfer	13 1/2
Bank Bills, on demand	13 1/2
ON SHANGHAI—	
Bank Bills, at sight	78 1/2
Private, 30 days' sight	100 1/2
ON YOKOHAMA—	
On demand	96 1/2
ON SINGAPORE—	
On demand	84 1/2
ON BATAVIA—	
On demand	118 1/2
ON HAIKONG—	
On demand	—
ON SAIGON—	
On demand	—
ON BANGKOK—	
On demand	85 1/2
SOVEREIGN, Bank's Buying Rate	\$9.85
GOLD LEAF, 100 fine, per tola	—
SILVER, per tola	25 1/2

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

SEPTEMBER 8th, 1927.

S.K. Bank	\$1,075 buy.
Do.	211 1/2 nom.
Chartered Bank	220 nom.
Mercantile Bank A.	223 nom.
Do.	213 1/2 nom.
P. & O. Bank	229 buy.
East Asia Bank	258 nom.
Canton Insurance	\$590 sel.
China Underwriters	314 nom.
North China Ins.	714.143 nom.
Union Insurance	\$234 nom.
Yangtze Insurance	M. 340 buy.
China Fire Insurance	\$320 sel.
Hong Kong Fire Ins.	\$800 lom.
Douglases	\$33 buy. & as.
Steamboats	\$21 sel.
Hong Kong Tugs	70 cts. buy.
Indo-China (Ref.)	\$30 nom.
Do.	\$48 buy.
Shell Transport	92 nom.
Star Ferries	\$34.60 buy.
Waterboats	\$17 nom.
China Sugar	\$15 sel.
Malayan Sugars	\$31 sel.
Benguet	\$14 nom.
Kailan Mining Ad.	45/ buy.
Langkai (combined)	114 buy.
Do. (single)	114 buy.
Shan. Explorations	114 buy.
Shanghai Loans	114 buy.
Rauhe	114 buy.
Troms Mines	19/3 nom.
Ural Caspian	5/ nom.
H.K. & W. Haris	\$114 buy.
H.K. & W. Docks	\$30 nom.
New Engineering	114 buy.
Shanghai Docks	114.92 buy.
H.K. & S. Hotels	24 nom.
H.K. Lands	\$55/ buy. & as.
Hong Kong Realty	\$6 sel.
H.K. Territorials	\$14 sel.
Humphreys Estates	\$124 buy.
Finland Buildings	\$30 buy.
Rural Lands	\$14 nom.
Evo Cottons	114.70 buy. & as.
Oriental	114.14 buy.
Shanghai Cottons (old)	114.25 buy.
Do. (new)	114.25 nom.
China Buses	114.70 nom.
H.K. Tramways	\$20.10 sel.
Peak Tram (old)	\$14 sel.
Do. (new)	\$14 sel.
Singapore Tractors	114.80 buy.
Taxis	\$11 nom.
Amusements	\$20 nom.
Canton Ice	\$3 nom.
Cementa (combined)	\$7 sel.
Do. (old)	\$4.60 nom.
Do. (new)	\$1 sel.
China Lights (coal)	\$124 nom.
Do. (oil)	\$24 nom.
Do. (gas)	\$24 nom.
China Providents	\$4 nom.
Constructions	\$11 sel.
Dairy Farms	\$15.20 buy.
Der A. Wings	\$3 nom.
H.K. Electric	\$334 sel.
Macao Electric	\$37 buy.
H.K. Ropes (old)	\$20 nom.
Do. (new)	\$5 nom.
Lana Crawford	\$5 sel.
Mackintoshes	\$22 sel.
Sincere	\$24 nom.
United Asbestos	\$12 sel.
Watsons (old)	\$114 nom.
Wm. Powells	\$3 sel.
Telephones	\$3.70 sel.
buy—buyers; sel—sellers; as—sales non—nominal.	

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APIOL & STEEL
Sure and certain for all Female complaints. Every lady should keep a box in the house.
Chemists and Stores sell them throughout the world.
Proprietors:
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Make a note of the Date and book your Seats early.

Booking at Moutrie's from Monday, September 5th.

Admission: \$3, \$2, \$1.

Whisky,
Like Caesar's Wife,
Must be above suspicion.

MARCHANT'S WHISKY IS.

That is why it is supplied to the
Ward-rooms & Messes of the
Navy, Army and Air Force
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Buy a Bottle for the House.

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For Miles and Miles
SOCONY GASOLINE

CHINESE COOLIE PASSENGER SHIP IN AUSTRALIA.

WHILE ON HER WAY TO NEW HEBRIDES.

"REDS" SEE A "MODERN SLAVE TRADE."

BUT ALL PASSENGERS BOOKED THEIR OWN
PASSAGES!

The arrival of the steamer *Haimun*, carrying Chinese coolies to the French Concession in the New Hebrides, has created considerable interest in Australia. The ship's inboard arrangements, allied to its human freight, revived memories of the old *Kanaka* "blackbirding" days, whilst, to those conversant with history came a glimpse of old time slavers.

Curiously enough, the shape of the ship lent colour to these reflections. A vessel of about 3,000 tons, her decks slope away from a fairly high bow to low freeboard stern. Knock away the funnel and top hamper, substitute a mast, rig her out as an all-sail barque, and once more is to be seen a speedy, long, rakish craft which "was used to carry on traffic in humans."

These remarks are induced by a survey of the *Haimun's* decks from the jetty wharf. There are 480 Chinese aboard, all young, the majority seemingly about 15 years of age.

All the ship, from amidships, is one huge cage. Stout iron bars run all round the sides and end portions, completely enclosing all the engine room and the officers' quarters.

A Remarkable Scene.

Inside this strongly fortified space, the Chinese police, or troops, dressed in khaki, and with black peaked caps, paraded with rifles and revolvers. On the wharf three coloured men, who said they were Malays, stood guard. They were all under the command of a Chinese officer, whose stolid, impassive face, as he surveyed matters through the bars, and gave orders in almost imperceptible utterances, brought forcibly to mind the events happening in China.

It was a remarkable scene for an Australian port to witness and brought home vividly the difference between the East and the West. The coolies are, evidently, of a very low type, and, no doubt, the methods of keeping them under control were necessary, and the only way. When the ship moored she was visited by some of the prominent Chinese residents of Townsville.

One went on board to interview the captain, whilst two others began to interrogate the coolies and immediately they were faced with an eager, curious crowd, and much animated palaver in Chinese followed, and one of the men went away and brought a tattered bit of newspaper, printed in Chinese, which was read by his countrymen on the wharf.

The conversation was being followed intently by one of the Malay police, who at one stage, reported to the officer in charge, who received the information without even a flicker of an eyelash, and merely said a few words, not even turning his head to stay them. Only an expressionless, utterly calm man stood intently watching through the bars.

"Get Out of This."

The confabulation was, however, suddenly broken up in a most dramatic manner.

A little man, dressed in a grey sweater and trousers, who proved to be the captain of the ship, and a white man, rushed over to the side. "Get to — out of this, and mind your own business," he said angrily to the Chinese speakers on the wharf.

"What has it to do with you?"

CANAL FROM KOBE TO AMAGASAKI?

The making of a canal between Kobe and Amagasaki has been proposed by ex-Governor Yamagata, who suggested the connection of Kobe, Nishinomiya and Amagasaki by constructing a lengthy embankment off the coast.

Governor Cho, is also said to be interested in the plan and the preliminary investigation between Kobe and the mouth of the Sumiyoshi river has been made, while the remaining investigation as far as the mouth of the Muro river, near Amagasaki, will be finished by

"I came here to speak to my countrymen. This wharf not belong to you," replied one of the Chinese, who was immaculately dressed.

"If you come aboard my ship I'll throw you overboard," roared the angry skipper.

"And if you come on the wharf I'll throw you in," came back the reply.

Without another word the little man stepped off his ship, and confronted the well-dressed Chinese. "Now," he said, "you put me over the wharf." The scene of quiet tension was watched by a motley crowd of humans as were ever gathered on the deck of a ship, but no one went overboard. The Chinese speaker hedged a bit. "I am a British subject," he said, "and have a perfect right to be here."

"Of Their Own Free Will."

After much wrangling in this fashion the angry captain went aboard, and from the upper deck gave a snappish order in Chinese. The Chinese trooper, with a loaded rifle, took up a menacing position below the bulwark, whilst the Malay police manned the rail and the edge of the wharf, and stood glaring at one another, when a tall, fair little kind of man stepped ashore and spoke to the well-dressed Chinaman. He turned out to be the pilot.

"The captain is very worried and accused you of fomenting trouble among the Chinese coolies," he said. "You can't do anything, they are all under contract, and come of their own free will." That seemed to settle all arguments, as the Chinese residents soon afterwards left for town.

"Hands Off China."

The "Red" section drove to the jetty on a lorry to protest against the enslavement of Chinese on board the steamer *Haimun*. The protest was robbed of its terrors by the bad weather, and the fact that the *Haimun*, just before the meeting of protest, drew out to the outer harbour. The meeting was held by all "comrades" who belong to the body called the "Hands Off China" League, which includes several Chinese, who were present. One Chinese, Ma Cho Ken, was addressing the meeting when a constable, to the alarm of the Celestial, stepped forward, and asked if he had a permit. Ma replied that he had been asked to speak, but the constable ordered the meeting to close.

The Red Influence.

A Chinese deputation waited on Mr. Lovegrove, of the Customs Department, and said that the coolies had told them that they had been shanghaied, and one had been thrown overboard before he was dead. The Chinese offered, if the coolies were taken off the *Haimun*, to repatriate them at their own cost. Mr. Lovegrove states that the coolies have each French and Chinese passports, which dispose of the suggestion of shanghaied. The Federal Government has instructed Mr. Lovegrove to hold an inquiry, and he will interrogate six of the coolies and the chief steward. The whole business is believed to be merely propaganda work by a few "Reds" and Chinese. None of the unions is taking an active part in the matter.

It was finally ascertained that the entire matter was regular and the *Haimun* proceeded.—*Japan Chronicle*.

the end of this month. A second investigation over this distance will begin towards the end of October next.

It was previously proposed that the enterprise should be carried out at the Government expense, but the present Governor thinks it advisable that it should be realised privately. Some time ago applications were presented by Mr. Asano, formerly president of the Toyo Kisen Kaisha, and Mr. Yamashita, proprietor of the Kobe-Yamashita Kisen Kaisha, for reclaiming the waterfront at Amagasaki, and vicinity. These applications are to be discussed, besides the results of the Kencho's investigations, presumably in November.

RUSSIA AND THE WORLD.

BUKHARIN'S REPORT.

TIRADE AGAINST BRITISH
GOVERNMENT.

Moscow.

A resolution on the international situation was adopted at the joint plenary session of the Central Committee and the Central Control Commission of the Communist party.

Bukharin, in his report, stated that the outstanding features of the present situation were the extremely strained relations existing between Great Britain and the U.S.S.R., and imperialistic military intervention in China. He declared that the danger of a counter-revolutionary war against the U.S.S.R. was the most acute problem of the present time.

The aggravation of the present divergencies between the U.S.S.R. and the capitalistic countries, was the main tendency of the moment, and this state of affairs was due to the fact that the stabilisation of capitalism in Europe had been greatly shaken by the war, as well as in Japan and the United States of America, both in the purely economic and in the political sphere. Simultaneously with the progress in the Socialistic building up of the U.S.S.R. the development of the national revolution in China and the deep-rooted ferment in colonial countries, there was noticeable an inclination towards the Left among the proletarian masses of Europe.

The system of diplomatic and military pacts against the U.S.S.R. was a significant feature of modern tendencies. This system included the Polish-Roumanian pact, the Yugoslav-Poland pact, the Czechoslovakian-Poland pact, and the Italo-Roumanian pact. Great Britain's activities in the Baltic countries, in Poland, in the Far East, and in Persia; pressure on Germany, beginning with Locarno and ending with the latest attempts at the creation of an anti-Soviet "block" at Geneva; the raid on "Arcos," the rupture of diplomatic relations with the U.S.S.R.; similar pressure on Italy and Greece; and particularly recently increased pressure on Germany.

"Preparing War."

In preparing war against the U.S.S.R. and against the working classes in their own country the British Conservative Government were leading everywhere to a diplomatic struggle with the U.S.S.R. It organised credit for an economic blockade of the U.S.S.R. for plots and terroristic acts within the territory of the Soviet Union. It supported counter-revolutionary groups in the Caucasus, particularly in Georgia and in the Ukraine.

The only factors militating against the war menace were the differences of the interests of individual capitalist Powers and capitalist groups in the different countries, and the opposition of the working classes to war. But these differences in individual countries only postponed the conflict, but did not eliminate its steadily increasing probability and inevitableness.

Russia's "Policy of Peace."

Referring to the policy of the U.S.S.R. the resolution emphasises that it is essentially a policy of peace. As it is impossible to foretell when a military attack may be launched against the U.S.S.R., and in view of the necessity of preparing for such an attack, the U.S.S.R. finds that it must conduct a decisive policy of peace, which year by year will strengthen the position of the Soviet Union. For the purpose of the struggle towards peace the Soviet Government must agree to economically reasonable connections with capitalist countries. At the same time the Government of the U.S.S.R. must defend the bases of its economic and State constitutions by all the means at its disposal.

The plenary session stated that the workers of the U.S.S.R. had warmly responded to the appeal for all possible preparation in the defence of the country, and had shown their readiness to defend the U.S.S.R. from attack by its enemies.—*Reuter*.

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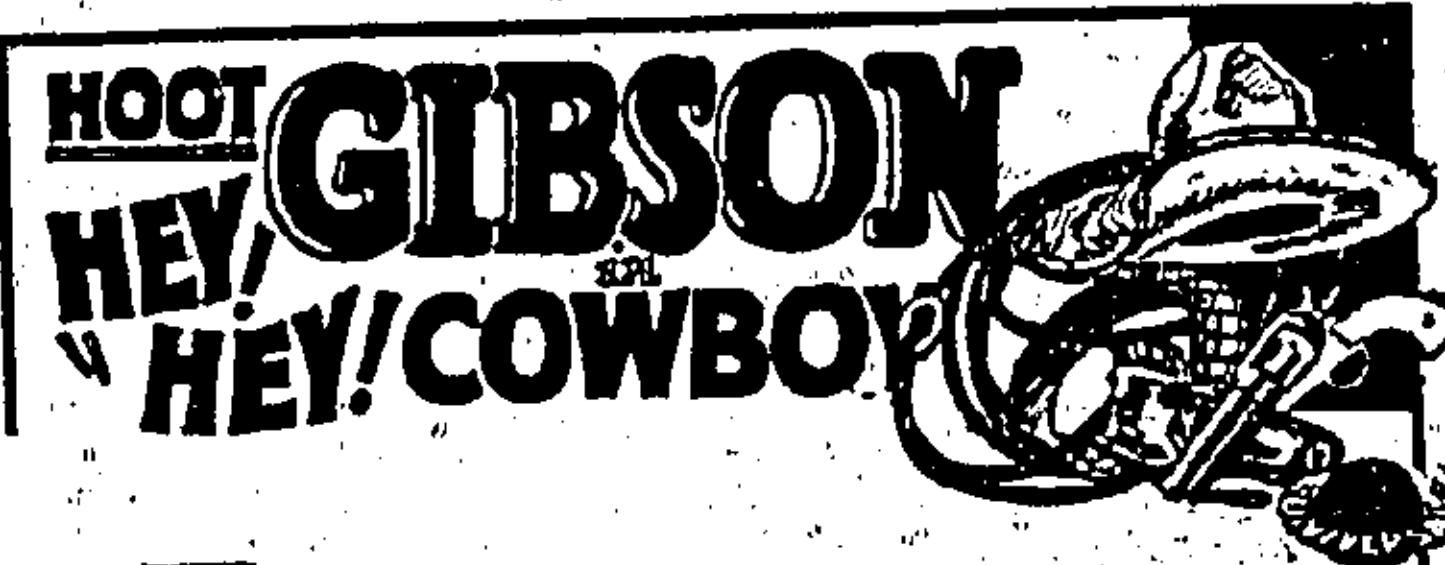
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TO-DAY AND TO-MORROW
Orchestra at 5.15 & 9.20
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The merry story of a King who lost
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ADOLPHE MENJOU and BESSIE LOVE

IN

THE KING ON MAIN STREET

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Continuous from 2.30 to 11.15.

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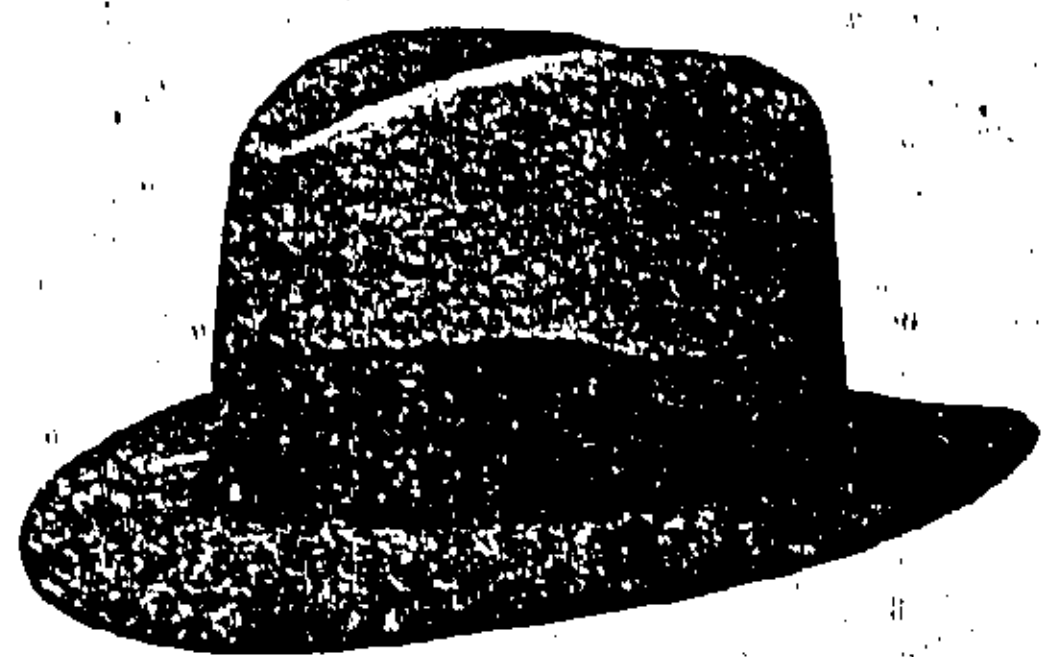
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namely, Sunday and Monday, August
11th and 12th, when the company
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THE ARCTIC BALLET.



Quite naturally, the man who knows that appearance does count selects a HENRY HEATH Hat with the certainty that by so doing he secures advantage of style, quality and durability.



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Finest fur felt, adaptable to any shape of brim, suitable Town and Country wear. Colours: Bufts, Browns and Greys.

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Fit and Workmanship Guaranteed.

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WHITEAWAYS, THE STORE FOR VALUES
HONG KONG.

GOLD AMONG CANNIBALS.

THE RUSH TO NEW GUINEA.

"DIFFICULTIES FOR THE PROSPECTOR."

[By ROBERT M. MacDONALD,
The Explorer of Unknown New Guinea.]

The gold rush to New Guinea, though taking place under conditions different in many respects from those of any other gold rush in the world's history, is evidence that the lure of gold is as strong to-day as ever.

The sands of the head-waters of the Markham and Bulolo Rivers in New Guinea are literally golden, and the auriferous formations probably extend throughout a vast area in the heart of New Guinea as yet unknown to all but the few prospectors who have already forced a way into the most inaccessible parts of the island.

I "panned out" gold on these rivers over twelve years ago, but the country then being in German territory, the party with which I was associated had to work in secret with black faces, frizzed hair, and a dress—when we were garbed at all—of fibre kila. The great land of gold is now under a British mandate, but it was only this year that it was proclaimed a gold field, and the only improvement as yet is that the gold-seeker does not now run the risk of being shot by the Germans.

The tribes who inhabit the district are all cannibals of an extremely war-like type, and while it was possible for a few experienced prospectors who knew the language and the *tapoo* laws to be friendly with them, it would be almost impossible for the frenzied hordes of fortune-seekers now rushing to the valley in the mountains beyond the Razorback range to avoid breaking some strange law of which most will know nothing. And once any man commits this unpardonable sin, a war of extermination may begin which will make gold-getting a very exciting industry.

Devil-Worshippers.

The New Guinea savage is not a puny specimen. He is often 6ft. in height and as agile as a panther. He can throw a poisoned spear with surprising precision and he fears nothing but the unseen devils of his tribe and the angry ghosts of his ancestors. Yet he is not unreasonably blood thirsty, and though the tribes around the new gold field are notorious head-hunters, a warrior will not eat anyone except the man whom he kills in personal combat, and then only in the hope of inheriting his virtues. White prospectors are usually eaten, but not all orchid hunters and others!

The *tapoo* is an intricate series of tribal laws which even old New Guinea prospectors do not understand fully. A person or thing is first made *tapoo*, for some reason or other, by the chief priest. Thenceforth any person or thing that comes in contact with the *tapoo* object also becomes *tapoo*. All things *tapoo* (sacred or cursed) are dreaded by the natives and worshipped as gods or devils because of their supposed powers, but a living man when *tapoo* is killed promptly so as to prevent him touching any other people or things and communicating his curse.

It is very difficult for a white man in daily contact with natives to avoid becoming *tapoo*; he cannot know what has already been proclaimed sacred or the reverse, and the entire ignorance of most of those now rushing to the new gold field may lead to another massacre like that of the Mambaré in the early days of New Guinean gold-mining.

Another existing circumstance which will tend to make life unpleasant on the new field is the climate. The shade temperature is seldom, if ever, below 100 degrees and tropical rain falls incessantly. The result is an atmosphere of steam. Another trifling unpleasantness is the presence of festive leeches of abnormal size. They fasten on to the perspiring skin of anything living and gorge themselves with blood. The leeches of the Markham head-waters are the most ferocious I ever encountered.

(Continued on next column.)

HOARD OF ROMAN COINS.

DISCOVERY IN A SOMERSET VILLAGE.

15 EMPERORS REPRESENTED.

As a sequel to the discovery by a young local archaeologist, Mr. R. Egerton Godwin, in August, 1924, of a great hoard of between 4,000 and 5,000 Roman coins in a field at Clapton-in-Gordano, near Portishead, Somerset, the coins, after cleaning, classification, and notation by the British Museum authorities, are now being exhibited in the church room at the neighbouring village of Pill. Arranged, according to "image and superscription," in a series of glass cases, they make an astonishing display. No fewer than 15 Emperors, from Gallienus, A.D. 253-268, to Probus, 276-282, are represented in the actual hoard, coins of Victorinus and Tetricus being in the majority, and coins picked up individually on the site add about half-a-dozen more names. A considerable number of the coins are not recorded in Cohen's *Medailles de l'Empire*, the standard work on the subject, and the British Museum authorities have selected about 30 to fill gaps in their collection.

Apart from the number of reigns represented, the Clapton collection is remarkable for its great variety. In a cursory examination no two coins are found to be exactly alike. Artistically their chief interest is in the realistic vigour of the portraiture and the sculptural beauty of the reverse—presenting such subjects as Apollo, Diana—symbolised by a deer—the She Wolf suckling Romulus and Remus, a winged figure of Peace, an altar, and a five-horsed chariot, the coins being wonderfully well preserved. Most of the coins are of bronze, but a few are of "billon," an alloy of silver and copper. The idea, suggested by traces of burning on the site, that the coins came from a local mint is now dismissed, the British Museum pronouncing them to be minted in Gaul.

Relics of an Ancient Industry.

The meaning of the hoard remains a matter of speculation, but other objects found on the site—pottery fragments representing in date the whole of the Roman occupation of these islands, iron nails, loom weights, tweezers, a brooch, the bones of deer, and the teeth of horses—presumably used as food—point to an extensive settlement, probably in homes of wood and wattle. Fragments of iron, lead, and glass in a semi-fused condition, and a quantity of charcoal, suggest that some industry was carried on.

Together with the Roman remains are shown prehistoric flint weapons and implements—arrow head, fabricators, hammers, and so forth—collected by Mr. Godwin in the neighbourhood and also at Scunthorpe, Lincolnshire. The object of the exhibition is to collect funds for the further exploration of the Clapton site—a neighbourhood very rich in traces of the Roman occupation—as well as prehistoric remains; and as showing what can be done by one enthusiast it is well worthy of support.

Through the Trackless Jungle.

The question of food supplies will require some solving. Stores cannot be floated down the river or slid down the ice as was the case in the Klondike; they must be transported over the Razorback on the shoulders of human beings, and the Razorback is about 19,000ft. high. Morobo, the nearest port, only 50 miles from the gold fields, is an old German radio station, but it will probably soon become the chief town of New Guinea. At present the diggers will eat it out of supplies in a day.

Rafaul, the old German capital, is 80 miles distant from the gold fields in another direction, but the mountains between that model town and the auriferous sands of the interior rivers are entirely unknown. The biggest problem that confronts the digger is how to take away his gold. A man cannot carry a great weight of gold through trackless forests, and the gold, being associated with quartz, is rather poor and worth only 10s. an ounce. It is not likely that any man, once out of the country and on the safe side of the Razorback, will go back for a second load. Therefore, unless natives can be induced to act as carriers, a gold-seeker's fortune may be limited to the value of what he can actually carry away.

Lawless parasites from all parts of the world are already on the new fields. Men of this sort do not mine gold for themselves, but ambush the returning gold-carrier and endeavor to take him by violence. They will doubtless succeed in exacting toll from some unsuspecting men for a time, because shooting at night is not a British habit. But gold-fields law is swift and seldom errs, and prospectors shoot straight.

CONCERTS TO-DAY, TO-MORROW AND SUNDAY.

PLENTY OF ENTERTAINMENTS ARRANGED.

AT K.C.C., KOWLOON TONG AND KOWLOON DOCK.

There will be a feast of entertainments for both civilians and the Services during to-day, to-morrow and Sunday. There are two military band concerts included in the programmes, one at Kowloon Dock and one at Kowloon Tong.

Promenade Concert.

At the Edé Memorial Park, Kowloon Tong, to-morrow (Saturday) evening, from 8.30 to 11.30 there is to be a promenade concert by the popular band of the 1st Cameronians, under Mr. H. E. Dowell, L.R.A.M., by permission of Major H. C. Hyde-Smith, D.S.O., and Officers.

The programme is quite different from those given at the Lee Garden series, and is as under:—
March: "The New Colonial," Hall.
Cornet Solo: "Sylphietta," Blinn (Soloist: Bdm. G. Phillips).
Selection from Opera: "Rigoletto," Verdi.
Idyll: "Evening Breeze," Langley.
Musical Travesty: "Dye" Ken John Peel, Douglas.

Interval.
Overture: "Light Cavalry," Suppe.
Bell Gavotte: "Bells of St. Malo," Panner.
Selection: "Patience," Sullivan.
Highland Patrol: "The Wee Macgregor," Amers.
Interval.
Selection: "Rose Marie," Friml.
Three Dances from: "Henry VIII," German.
Grand Fantasia: "Battle of Waterloo," Eckersbury.
The Cameronian Rant.
God Save the King.

Kowloon Dock Concert.
The weekly concert at Kowloon Dock Bathing Beach this Sunday will begin at 8.30 p.m., instead of at 9 p.m. as hitherto. This is the last but one of the series which has been given in aid of a fund for holding a swimming gala for the Services at the end of the season. The ferry launch will leave Queen's Pier at 8.15, returning at 10.30 p.m., and arrangements have also been made with the China Motor Bus Company to run a bus service to the Dock on Sunday evening.

The concert is being given by the band of the 1st Northamptonshires, by permission of Lieut.-Col. H. J. Thunder, C.M.G., D.S.O., M.C., and Officers.

The programme is as under:—
March: "The Vanished Army," Alford.
Selection: "Lady Be Good," Gershwin.
Cornet Solo: "I'll Sing Thee Songs of Araby," Clay (Soloist: L/C. A. Green).
Selection: "Rose Marie," Friml.
Interval.
Suite: "Nell Gwyn," Ed. German.
Selection: "The Vagabond King," Friml.
Cornet Duet: "The Friendly Rivals," arr. Godfrey (Soloists: L/C. A. Green and Bds. F. Chapman).
Selection: "Tip Toes," Gershwin.
Conductor: Mr. W. Cresswell, L.R.A.M., Bandmaster.

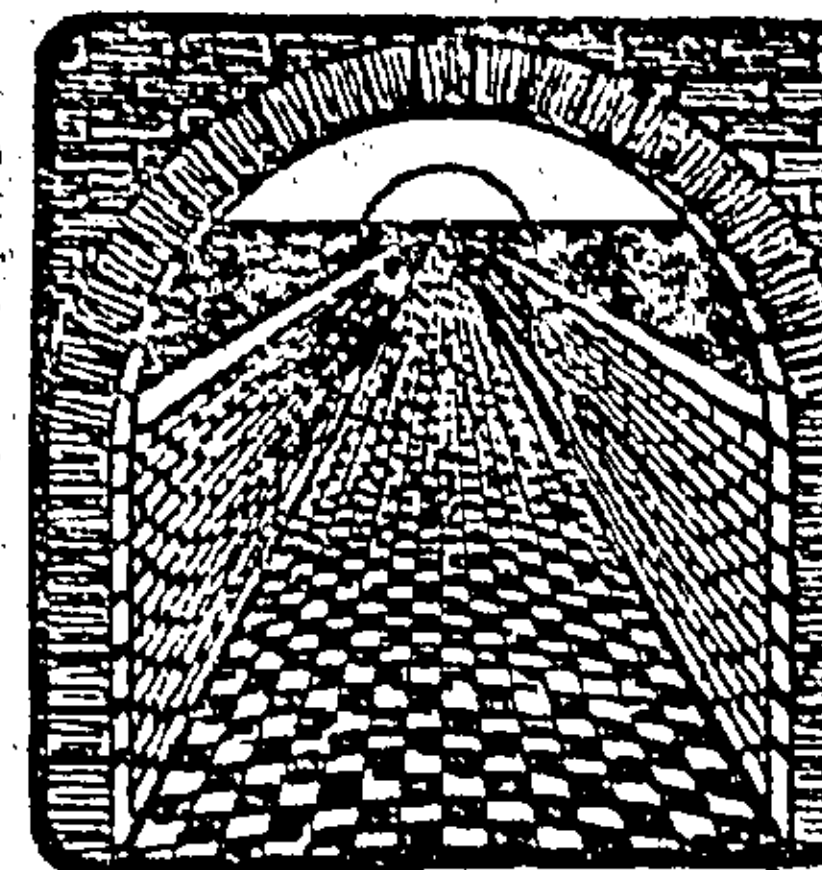
Other Concerts.
There is also the Concert for the Services at the Kowloon Cricket Club to-morrow (Saturday) evening, beginning at 8.30 p.m., and it is understood that the programme arranged is a very excellent one. Some of the artistes contributing to last Saturday's K.C.C. concert programme will appear again. Service men are invited to be present, and a very large assembly is anticipated.

An excellent concert under the auspices of Y.M.C.A. has been arranged by Mrs. F. J. Jenner and will be given at "Better Ole," Peking Road, Kowloon, at 7 o'clock this evening. The following artistes have promised to take part: Mrs. Hurst, Soprano, Miss May Gaubert, Soubrette, Miss Ivy Gaubert, Accompanist, Mrs. F. J. Jenner, Elocutionist, Mr. Vic Blundell, Comedian, Mr. Taylor, Tenor, Mr. J. Lawrence, Violinist, and Mr. Russell, Tenor. Humorous songs, skits, etc., by the Bros. Dido, Dick and Tod, Chaplin Jackson Warren trio, and Mr. Rolynat will complete the programme.

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Hong Kong Weekly Press

PUBLISHED TO-DAY

THE BUDGET FOR 1928; THE PROPOSED

LOAN OF FIVE MILLION DOLLARS; H.E. THE GOVERNOR'S REVIEW OF THE COLONY'S FINANCIAL HISTORY FOR THE PAST 30 YEARS; ANOTHER PIRACY; TWO NAVAL RAIDS ON PIRATE HAUNTS—

All these matters are fully reported in the **HONG KONG WEEKLY PRESS**, published To-day. It is an issue of exceptional interest.

There are those who consider Hong Kong a small, dull and unexciting place. The **HONG KONG WEEKLY PRESS** will help to correct that impression.

The political and financial situation in Canton is of considerable interest just now to business men. From Swatow comes news of an impending attack by the Reds. The officials have all fled; bomb throwing seems to be of nightly occurrence and the populace are panic-stricken. These details are given in letters from our Correspondents which are all re-produced in the **WEEKLY**.

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KOO YING FAN'S SUCCESSOR.

FINANCE DEPARTMENT OFFICIALS UNDER ARREST.

THE NORTHERN BORDER CAMPAIGN.

[FROM OUR CHINESE CORRESPONDENT.]

The Canton Government has officially announced the appointment of Mr. Feng Chok Mang to the post of acting chief of the Financial Department in place of Mr. Koo Ying Fan.

About twenty of the officials appointed to the Finance Department by Mr. Koo Ying Fan are being detained at the headquarters of the Precautionary Department.

They are suspected of having misappropriated public funds. No charge has yet been framed but it is alleged that an examination of the accounts of the Opium Traffic Office has revealed a deficiency of \$200,000. Suspicion has fallen on Li Hai Wan, the head of that office and he is being carefully guarded.

A report was going round Canton yesterday that Lum Mang Hoi, chief of the Civil Department, and Li Mang Fan, chief of the Municipality, had resigned and left the City. A later report stated that General Li Tsai Hsin had interviewed these two officials and persuaded them to withdraw their resignations.

When the anti-Red coup was carried out a "Kuomintang clearing up" Committee was appointed, to undertake a number of suitable activities. General Li Tsai Hsin has never regarded the committee with much favour and now that Chiang Kai Shek has resigned, its members have been given an intimation that they had better follow his example.

THE ANTI-RED CAMPAIGN.

Three divisions of General Chang Fat Kuei's troops, the 4th, 11th and 12th, have arrived at Kamechow from Nanchang and are preparing to march into Northern Kwangtung. This move is being made to strengthen the position of Li Tsai Hsin in Kwangtung, and when his troops have occupied Shikwan and Nanchang, General Chang will be assigned control over the Chao Mui district of Eastern Kwangtung. For the time being General Chen Chai Tong, commander of the 11th Division, has been appointed to command all the Cantonese forces in the East River Valley.

General Wang Kote Cho, one of Li Chung Jen's divisional commanders, has wired Canton to the effect that he is marching against the rear of the Red forces under Ho Lung and Yeh Ting. The latter are advancing on Yao Ping, near Chaochow, to the north of Swatow.

HALF A MILLION IN BANKNOTES.

FROM SWATOW TO CANTON.

Central Bank of China banknotes amounting to \$490,000 was brought down by the Douglas as *Hai Ning* from Swatow on Wednesday morning. This large sum, contained in 90 cases, was later transferred to the *Taihan* which sailed from here to Canton at 1 a.m. yesterday. The insurance was effected by British underwriters.

The *Hai Ning* took special precautions during the voyage and when she was alongside her usual berthing place here, six additional Indian guards were placed on board. The same precaution was taken by the *Taihan* when she made the journey to Canton.

Accompanying the notes was Mr. Wong Wai Sang, manager of the Central Bank of China at Swatow. He and his subordinates and other merchants have fled from Swatow.

THE MURDER OF MRS. MACKAY.

CROWN CASE ENDS.

ACCUSED ENTER AN ALIBI.

Mr. R. E. Lindsell sat till a quarter to two yesterday afternoon at the Central Magistracy in an endeavour to conclude the preliminary hearing of the case in which two Chinese are alleged to have robbed and murdered Mrs. Chai Wan Road.

The prosecution, conducted by Mr. T. S. Whyte-Smith, Assistant Crown Solicitor, concluded their case, but the accused, after entering alibi, desired to call witnesses for the defence. The hearing, had therefore, to be adjourned until to-day.

Both defendants made statements describing their movements on the day in question. The first accused said that when he was arrested he was given no chance to make a statement. He did not know why he was arrested. He admitted that certain stains were found on his trousers, which he told the police were "fish blood." On the right leg of the trousers, he had some blood stains. These, he said, he had told the police was caused by his scratching himself.

On the night of the murder he was playing *tin kau* in Kam Wah Street, from 8 to 8 a.m. At about 8 p.m. he and the second defendant went out for tea. They remained in the tea house until 9 p.m., when they went on board a junk to pass the night.

Asked by the Magistrate if he wished to call any witness, accused gave the name of a man who he said could prove that he was playing *tin kau* that night.

Mr. Lindsell: That is important. Do you want him called in this Court—even if he says you were playing *tin kau* I shall still commit you for trial—or do you wish to call him at the Criminal Sessions?

Accused: I want him to be called for this Court. He lives at Kam Wah Street, and his son is a sea-man.

The Magistrate directed the police to endeavour to locate the man, and bring him to Court to-day if possible. If he could not be produced, then to bring him up for the sessions.

The No. 2 Prisoner's Story.

No. 2 prisoner said he was also a *fuk* on a fishing boat but left in the fifth moon to go to Shamoon. He did not actually get there, however, as the boat in which he travelled was pirated at Kokechow. The following month he went to Autan in Chinese Territory where he joined a small boat in which he arrived in Shaikwan on August 4th. That night he spent the night in No. 1's boat. August 5th he spent in Saiwanho and that night slept in his "sworn brother's" boat, No. 1's boat having sailed away. Next morning was spent in the company of his "sworn brother" taking a long walk. In the afternoon the latter took his boat to Yaumati for cargo, and he (accused) went to Saiwanho where he stayed until 7 p.m., when he went to Shaikwan and found No. 1 playing *tin kau* in a house in Kam Wah Street.

At 8 p.m. they went to have tea together, and on the way met a friend who told them about the Chaiwan murder. That was the first he knew about the affair. That night he and No. 1 both slept in this friend's boat.

August 7th, he (accused) spent partly at Saiwanho and the afternoon in Kam Wah Street when he again saw No. 1 playing *tin kau*. About 4 p.m., they went for a walk with a friend, and had supper on the latter's boat. Later he and No. 1 went to play *tin kau* at No. 21, Kam Wah Street, where they were both arrested. The police looked at his (accused's) jacket and then dragged them both along into custody. He asked why he was arrested but received no reply. At the Police Station he was accused of murder and denied it saying he knew nothing about it.

CHLORAL HYDRATE POISONING.

CHINESE WHO TOOK AN OVERDOSE.

"BOTTLE NOT MARKED POISON."

An inquest was held yesterday by Mr. R. E. Lindsell sitting as Coroner at the Central Magistracy on a Chinese who died from the effects of narcotic poisoning by taking an overdose of chloral hydrate on August 23th.

Evidence given by the deceased's father and wife was to the effect that the man had been in failing health for the last two days. A Chinese doctor had been attending him for some time. The deceased, in spite of his bad health, married ten months ago and was apparently quite well on the day of his death. He went into his cubicle at about 8 p.m. and after half an hour or so, he was fast asleep.

Deceased's wife returned shortly after, and on entering her husband's cubicle found two bottles. "Sleeping draught" was written on the bottles in Chinese but they were not marked "Poison." The wife asked the father-in-law why her husband should take medicine to produce sleep. The father was alarmed, but when the deceased began to breathe heavily, he went into the cubicle to wake him up. The deceased did not respond to repeated shouts and shaking.

Seeing that something was wrong, Dr. Li Kan, Chuen was called in. He was not able to do anything, and Dr. Li Ping Sum was also summoned. He made an injection and attempted to get the poison out of the stomach. The deceased remained unconscious and Dr. Li advised that he should at once be removed to the hospital.

The father of the deceased added that he had never seen the bottles in the house before, and could not say where the deceased got them.

Seen the Bottle Before.

The wife said that she had seen the smaller bottle before. Her husband had told her that it contained a sleeping mixture. The bottle was then half full. On the night in question when she entered her husband's room, she found both bottles lying near his bed. She took up the bottles and read the Chinese directions which stated that the mixture should not be taken in excess. Her husband was apparently quite happy and had never showed any sign that he was tired of life.

Efforts at Restoration Fail.

Dr. Craig, of the Government Civil Hospital, said that when the deceased was brought into the hospital at 2.15 a.m. on the morning of August 25th, he was in an unconscious condition. The unfortunate man was breathing very heavily and his pupils were small. He applied stimulants and artificial respiration but all efforts to revive the deceased proved unavailing. Deceased died shortly after admission. The symptoms were consistent with narcotic poisoning. A post-mortem examination was performed later in the day, and the deceased was found to be in an advanced stage of tuberculosis.

Death was caused by chloral hydrate poisoning. The usual dose should be 20 grains, but in deceased's weak state, one tablespoonful would be fatal. The mixture, Dr. Craig said, is not a safe drug to sell to the public.

Mr. E. R. Dovey, Government Analyst, said that from his analysis of the stomach contents, he found traces of chloral hydrate. There were 22 grains of chloral hydrate found, from which it could be deduced that the deceased must have taken about 100 to 200 grains.

Mr. D. Wilson, of Messrs. A. S. Watson & Co., said that all the bottles containing this mixture bear sufficient warning in Chinese. The directions state that only 3 or 4 mace should be taken, which would be about 23.68 grains. Witness said that he would not consider that quantity excessive, as French and German doctors would allow 45 to 60 grains in a single dose, or from 80 to 180 grains to be taken in a day.

The enquiry was adjourned until Monday afternoon.

ROBBERS ENTERTAINED TO TEA.

MEAN PLAN TO ROB HOSTS.

AND HOW THEY WERE OUTMATCHED.

A tale not unlike a humble life version of "Ali Baba and the forty thieves" was reported to the Police yesterday by a Chinese woman. According to the complainant who resides at No. 173, Lai Chi Kok Road, a man knocked at her door at about 10.15 a.m. Before she would open she asked the man for his name. The man replied that he was a seaman on an American boat and that he had brought a present for her son. Then the woman opened the door and admitted the visitor.

She regaled him with tea and was chatting with him quite pleasantly, when he expressed a wish to see her son. The hostess sent her niece to call her son home and in a few minutes, the young man returned with the niece. The visitor after greeting him wrote out an address where the "present" was being kept for him.

The plausible visitor then guavely asked permission to bring two friends into the house, saying that they were ship-mates of his and had been waiting quite a long while outside. The genial hostess was very sorry to hear of this and at once invited the two friends to come in and have a cup of tea.

The robbers' strength was, therefore, increased to three. One of the men asked the son of the house if he could come into the kitchen as he would like to tell him something in private. They went and once inside the kitchen the robber seized the boy by the throat and brandishing a dagger told him to keep quiet or he would be killed. The same thing was done outside, one robber dealing with the mother and the other with the niece.

The young man of the house, however, was not to be intimidated. He put up a fight and eventually succeeded in wrenching the dagger out of the robber's grip. The other two outside lost their morale and beat a hasty retreat followed by the third man. A stern chase resulted in the capture of a man alleged to be one of the offenders.

BOATMEN AND ADMIRALTY COAL.

THEFT CHARGE DISMISSED.

The case in which two boatmen were charged with stealing a quantity of Welsh coal, the property of the Admiralty, was dismissed yesterday at the Kowloon Magistracy by Mr. W. Schofield.

The two defendants were represented by Mr. J. A. Gordon Leask. The defence put up was that the two boats finished unloading at the Naval Yard at about 4.30 p.m., but on one boat about 1,300 lbs. of coal were left under the boards of the hold, and in another about 1,600 lbs. One of the watchmen employed at the Yard visited the boats and saw the coal there and reported the matter. The two boats were there awaiting for the final inspection of the store-keeper, who would issue them a chit which could be cashed for the money due to them. This paper would only be issued after the store-keeper was satisfied that the work had been properly done.

While the watchman was on board one of the boats, the *fuk* were sweeping up the coal and one basketful was carried on shore. Under the circumstances, there could be no intention of stealing the coal. The only thing was that there had been some delay in sweeping up the coal which had dropped under the boards. Had there been any guilty intent, the junks would have left instead of waiting there for the final inspection.

His Worship discharged both defendants.

CHARTERED BANK.

DIVIDEND ANNOUNCEMENT.

The Chartered Bank of India, Australia and China have received the following telegram from their head office.

"Directors have declared an interim dividend for the past half year at the rate of 14 per cent. per annum free of income tax."

THE LATE MR. WM. WILSON AND KOWLOON DOCK.

QUARTER OF A CENTURY'S RECORD.

A PERSONAL TRIBUTE.

Mr. W. S. Bailey, of Messrs. W. S. Bailey & Co., Ltd., writes:

Sir,—Sincere sorrow must be felt by many on the passing recently of our old friend Mr. William Wilson, for some 25 years in the employ of the Dock Company. I first met Mr. Wilson 37 years ago when he was foreman of the engine shop at Kowloon Docks. For many years thereafter I was in frequent touch with him and the docks in respect of work to the vessel of which I was engineer, and I think no man and no establishment could have more efficiently dealt with that work, or indeed with any and all work with which they were faced.

There being then neither the present Naval Dock nor Taikeo Dockyard, His Majesty's ships, the warships of other nations and all mercantile vessels, were docked and overhauled by the Hong Kong & Whampoa Dock Co., thus entailing at times a very great strain upon the Company's staff. It was often a matter of continuous day and night pressure of work to the limit, and which perhaps only those who have experienced such continuous strain and responsibility can appreciate.

Any of the staff, also, were liable to be called out at midnight or in the early hours, after their hard day's work, to attend urgent and unexpected difficulties on vessels due for sailing, and I have known Mr. Wilson respond often to such calls, and always cheerfully and energetically. Mr. Wilson was remarkable for his thorough knowledge as a practical engineer, for his strong grasp of and energetic personal attention to every detail of the work in hand; for his intense self-respect and absolute control of his staff and workmen. He never spared himself and tolerated no slackness in others. A powerful man of over six feet in height he was fearless in saying and doing the right, without fear or favour, but was kind, without consideration, and just without harshness. Many such kindly experiences of Mr. Wilson and of the Docks occur to me as I write these lines.

The son of a Scottish blacksmith, but with the foregoing qualities and early training, Mr. Wilson rose to be Acting Chief Manager of the Dock Company before his retirement some 18 years ago. His heart and sympathy were with the Dock Company and his old associates and his men to the last, when he passed away at his home at Kilmacolm, Scotland, and one of his treasured possessions was a group photo of the Chinese foremen with whom he had worked so long and so well, and with which they had presented him.

Kowloon Dockyard is improved and developed almost out of recognition by the present management, but I would pay a tribute of highest esteem and admiration, and raise my hat, to one of those outstanding figures of absolutely fearless and honest efficiency who, in the foregoing circumstances, bore the early heat and burden of the day at Kowloon Docks.

OBITUARY.

MR. E. C. HICKLING.

SINGAPORE FILM DISTRIBUTOR.

We regret to record, states the *Straits Times* of September 2nd, that a cable was received by the Singapore office of Australasian Films (East), Ltd., to-day, announcing the death in London of Mr. Edward C. Hickling, the manager in Singapore. Mr. Hickling, who had been in ill-health for some time, went home in April last to undergo a serious operation. Death followed a few days after this had been performed.

Fifty-seven years of age, Mr. Hickling came to Singapore as manager for Australasian Films seven years ago. Of a genial and courteous disposition he was very much liked by his fellow workers in the film industry and by a large circle of friends besides. Much sympathy will be felt with his widow, who is at present in London.

TAIPO BRIDGE.

ERECTION OF NEW STRUCTURE TO BE SPEED UP.

COMPLETE IN NOVEMBER.

During the recent typhoon blow the temporary bridge at Taiipo was destroyed, and consequently the road was closed, thus preventing a complete circuit of the New Territories by motor.

It has not been considered worth while to reconstruct the temporary structure but the building of the new bridge at Taiipo is to be speeded up, and it is expected that work will be complete by the beginning of November.

Although motor cars and lorries will be unable to cross until then there is a bamboo footway for pedestrians, and motor-cycles may be pushed across but not ridden.



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SKETCH BOOK. By W. L. WILKES ... \$3.50
THE MAC WHIRTER SKETCH BOOK ... \$3.50

ETCHINGS FROM NATURE. By JOHN MAC WHISTLER ... \$5.00
THE HUMAN FORM AND ITS USE IN ART. By F. R. YERGEN ... \$13.50
STUDIES OF THE HUMAN FIGURE. By G. M. ELLWOOD ... \$12.00
THE WOOD CUT OF TO-DAY. (Studio Special Number) ... \$5.00

FAMOUS SPORTING PRINTS ... \$3.75
1—GRAND NATIONAL ... \$3.75
2—THE DERBY ... \$3.75

MASTERS OF PAINTING:
ELISE LORE ... \$3.75
ANTOINETTE WATTEAU ... \$3.75
WILLIAM HOGARTH ... \$3.75

THE WORLD'S FAMOUS PICTURES. Each part contains 15 Masterpieces in Gravure and One Superb Colour Plate. Parts 1 to 11 ... Each \$1.00

KELLY & WALSH, LIMITED.
THE BOOKSHOP. CHATER ROAD.

NEW ADVERTISEMENTS.

HONG KONG CLUB.
NOTICE.
THE SEVENTH YEARLY DRAWING OF TWENTY DEBENTURES OF THE HONG KONG CLUB (1920 Issue—\$500 Each) was held in the Club House, on THURSDAY, the 8th SEPTEMBER, 1927, when the following Debentures were drawn for Redemption:—

28	280	434	515	721
180	303	447	638	780
214	322	481	651	789
274	347	499	664	838

and will be Payable at the Hong Kong and Shanghai Banking Corporation on FRIDAY, the 30th SEPTEMBER, 1927, in Exchange for Surrender of Same.

By Order,
A. H. ABAS,
Acting Secretary.
Hong Kong, 8th Sept., 1927. [5306]

HONG KONG CLUB.
NOTICE.
IN Terms of Debenture Conditions Nos. 12, 13 and 14, the DRAWING OF 20 ADDITIONAL DEBENTURES (1920 Issue—\$500 Each) was held in the Club House, on THURSDAY, the 8th SEPTEMBER, 1927, when the following Debentures were drawn for Redemption:—

15	231	381	609	728
137	271	430	633	745
147	371	515	655	808
224	341	568	691	831

These Debentures will be Payable at the Hong Kong and Shanghai Banking Corporation on SATURDAY, the 31st MARCH, 1928, in Exchange for Surrender of Same.

By Order,
A. H. ABAS,
Acting Secretary.
Hong Kong, 8th Sept., 1927. [5310]

UNIVERSITY OF HONG KONG.
NOTICE.
LANGUAGE SCHOOL.
THE LANGUAGE SCHOOL for TEACHING the CANTONESE DIALECT at the HONG KONG UNIVERSITY will RE-OPEN on the 14th SEPTEMBER, 1927. Particulars as to Fees, Hours of Work, etc., may be obtained by Application to the Rev. H. R. WELLS at the University.
W. B. FINNIGAN,
Registrar.
7th September, 1927. [5308]

PUBLIC ACTION.
THE Undersigned have received Instructions from THE REGISTRAR, the Supreme Court, to Sell by PUBLIC AUCTION ON FRIDAY, the 9th SEPTEMBER, 1927, at 2.30 P.M. ON THE PREMISES THE GOODS AND CHATELLETS OF MARIE FLINT, J. L. DUHARD, THE EUROPE ASIA TRADING CO., AND THE CAFE RESTAURANT FARMERS OF No. 12, FREDER STREET, GROUND FLOOR AND REAR OF FIRST FLOOR.
Terms:—As Customary.
LAMBERT BROTHERS,
Auctioneers.
[5311]

TO-DAY, AT 5.30 P.M.
ORGAN RECITAL
IN ST. JOHN'S CATHEDRAL
BY MAJOR E. J. BARKHAM.
COLLECTION FOR ORGAN FUND.
[5294]

TO LET
OFFICES
STEPHENS' BUILDING,
67/69, DES VOEUX ROAD,
CENTRAL.
APPLY S. J. DAVID & CO.
PRINCE'S BUILDING,
CHATER ROAD.
[525]

INTIMATIONS.

REMOVAL NOTICE.
THE Offices of XAVIER BROS. LTD., have been REMOVED to No. 2, QUEEN'S ROAD, CENTRAL, 1st Floor. [5293]

HONG KONG JOCKEY CLUB.
DRAFT Programmes and Entry Forms for the SIXTH EXTRA RACE MEETING to be held on SATURDAY, 8th OCTOBER, 1927 (Weather Permitting), may be obtained at the Race Course, Hong Kong Club and Causeway Bay Stables.
Entries will CLOSE at TWELVE O'CLOCK NOON on SATURDAY, 24th SEPTEMBER, 1927. [5298]

BY ORDER OF THE OWNER.
PUBLIC AUCTION
OF THE UNDERMENTIONED VALUABLE PROPERTIES.
Situate in the NEW TERRITORIES in the Colony of Hong Kong: NEW KOWLOON INLAND LOT No. 53, on which is situated the TAI WAN GLASS FACTORY. This Lot is situate at KOWLOON BAY: A FISH POND situate at NEW KOWLOON INLAND LOT No. 8 in the NEW TERRITORIES. LOT Nos. 5903 & 5918 in SURVEY DISTRICT 1 in the NEW TERRITORIES (Agricultural Lots)
To be Sold
BY
PUBLIC AUCTION
ON
THURSDAY, the 15th SEPTEMBER, 1927, at 3 O'CLOCK P.M. IN FOUR LOTS
BY
Messrs. LAMBERT BROS., Auctioneers
AT THEIR
SALES ROOM,
No. 8, DUNDRELL STREET, Hong Kong.
For further Particulars and Conditions of Sale, Apply to:—
Messrs. HASTINGS, DENNIS AND BOWLEY,
Vendor's Solicitors,
8, DES VOEUX ROAD CENTRAL, OR TO
Messrs. LAMBERT BROS., The Auctioneers,
No. 8, DUNDRELL STREET, Hong Kong, 10th Aug., 1927. [5233]

G. R.
PUBLIC AUCTION.
THE Undersigned have received Instructions to Sell by PUBLIC AUCTION ON TUESDAY, WEDNESDAY and THURSDAY, the 20th, 21st and 22nd SEPTEMBER, 1927, AT H.M. NAVAL YARD, HONG KONG, AND AT KOWLOON NAVAL DEPOT, COMMENCING EACH DAY at 9.30 A.M. WITH AN INTERVAL FROM 12 NOON to 1.30 P.M. **OLD AND SURPLUS NAVAL STORES.** Comprising:—
Air Purifying Plant, Money Chests, Sewing Machine, Cutter, Oars, Punching Machine, Old Lead Battery, Hot Air Pump and Hose, Boats Sails, Electrical and Wireless Telegraph Fittings, Glycoline, Old Electric Cable, Cooking Stoves, Iron Mattresses, Commodities, Water Cisterns and Pans, Deck Kims, Hydraulic Jacks, Table Covers, Carpets, Rugs, Mats, Sofas, Sideboard, Tables, Chairs, Old Eton Flies, Blankets, Mittens, Rubber Laces, Canvas, Canvas Bags, Old Canvas Bags, Canvas Bags, Old Canvas Tubing, Old Cordage, Old Coir Mats, Canvas Bags, Canvas Bags, Old Canvas Bunting, Old Leather and Dextrine, Tanned Hags, Old Woolen Bags, Old Hessian, Old Cork, Cocoa Nut Matting, Abestos Packing, Old Trawl, Old Tenders, Old Iron Drums, New Canvas Cuttings, Old Felt, Old Iron and Steel, Old Scrap Brass, Copper, Lead, Zinc, White Metal, Gun Metal, Brass B-rings, Zinc Bottoms and Zinc Ashes, Copper and Brass Tubes, Wood and Iron Blocks, Lamps, Lanterns, Locks, Tackle Hooks, Teimilles and Miscellaneous Ship Fittings, Spring Balances, Gauges, Old Steel Tubes, Old Steel Plates, Old Steel Shovels, Old Glass, Plate Glass, Old Steel Wire Rope, Dirty Mineral Oil and Oil Fuel, China Cables and Gear, Fire Engine, Davits, Compasses, Tube Expanders, Watches, Artyphones, Binoculars, Clocks, Old Cable Drums, Air Pipes and Brass Ropes, Old Bunting, Wood Casks, Firewood, Sponge, Baths, Pongoes, Anvils, Vices, Propeller, Old Steel Tools, Screwing Machines, Protective Mattresses, Circulating Pumps, Motors of sorts, Associated Engines, Circular Saws, Plate Flanging Machine, Motor Pumps, Refrigerators, Engine Steel, Ebony Old, Aircraft Floats, Aeroplane Wheels and Propellers, &c., &c.
Lots may be Inspected on MONDAY, 11th SEPTEMBER, 1927, LAMBERT BROTHERS, By Appointment Auctioneers to the Admiralty.
Hong Kong, 6th Sept., 1927. [5300]

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Hong Kong, 6th Sept., 1927. [5300]

INTIMATIONS.

FOR SALE OR TO BE LET UNFURNISHED.
No. 27, PEAK, LUGARD ROAD.
EIGHT ROOMED HOUSE, with Central Heating, Five Bedrooms, Four Bathrooms, Three Drying Rooms, Modern Sanitation, Grass Tennis Court and Garden—Apply: LINSTED & DAVIS, ALEXANDRA BUILDINGS. [4776]

TO LET.
A FLAT in CARMARON BUILDINGS, KOWLOON, from OCTOBER 1st. Apply to:—
HUMPHREYS ESTATE & FINANCE CO. LTD., Alexandra Buildings. [5301]

TO LET.—Furnished HOUSE on Peak for 4 Months, Perhaps Longer.—Apply Box 5307, c/o Hong Kong Daily Press. [5307]

ROOMS.—Hong Kong, Kowloon single, double, Flats furnished or unfurnished. Flat for disposal with furniture. House \$20,000,000 wanted. Also 30,000 Sq. ft. land on Peak. SMALL INVESTORS. Tel. C. 4630.

WANTED.—5/6 Roomed HOUSE. Lease. Mid-levels or near Peak Tram preferred.—Apply Box No. 5121, c/o Hong Kong Daily Press. [5121]

WANTED.—Very Good AMAH WANTED for Two Months' Old Baby; Can Anyone Recommend?—Apply Box 574, c/o Hong Kong Daily Press. [574]

Hong Kong Office: 11, Ice House Street.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.
HONG KONG, SEPTEMBER 9th, 1927.

POSITION IN SWATOW.

We are not surprised that our Swatow correspondent should express bewilderment that the Chinese can continue to do business under the conditions which he described so graphically in our issue of yesterday. All the officials responsible for the City's administration have fled. The Government Bank has closed its doors, and by so doing has precipitated something in the nature of a financial panic, for its notes "issued in Swatow" are regarded as practically worthless. Bomb outrages are of nightly occurrence and the people, abandoned and defenceless, are waiting in fear and trembling for the attack of a rabble army which has been turned out of Kiangsi by the General in control of that province. But Swatow, although it has had, perhaps, more than its fair share of vicissitudes during the past two years, is not the only district where public affairs appear to be in absolute and hopeless confusion. The unhappy experience which it is now suffering could be paralleled in the records of practically every other city in China. These periods of rioting are bound to continue until a Government is established with power to maintain order and determination to repress all marauding bands and evil-doers. The average Chinese merchant probably thinks that waiting for such a Government would be like waiting for the millennium and, therefore, in the meantime he continues with his every day task of buying and selling, lamenting the obstacles placed in his path but exercising wonderful ingenuity in evading or overcoming them. It does not say much for the recent administration in Swatow that the people appear to be genuinely glad that all the officials have fled. They are afraid of looting and they do not know what the future has in store for them but

they are satisfied that the newcomers whoever they may be, cannot crush them down more harshly than the men who have just gone. Extortion has been the rule and it would seem that the officials knew that their regime was nearing its end and were determined to collect as much revenue as they could before they departed. Those in charge of affairs were nominally supporters of CHIANG KAI SHEK. The army now threatening Swatow is under the leadership of two Generals who met with reverses in Kiangsi. It is popularly supposed, however, that the present dictator in Kiangsi is now, at the instigation of General LI TSAI HSIN of Canton, giving some measure of support to his former enemies so that they may succeed in gaining control of the district and, by so doing, extend the influence of Canton to Eastern Kwangtung. Whether there is any basis for such a belief it is impossible for anyone to say with the exception of those directly concerned. Nor is it a matter of much importance whether the rumour is true or false. All that the foreigner desires is that one group shall establish its authority and maintain it. It would probably be to the advantage of trade and commerce if General LI TSAI HSIN, who now controls Canton, could extend his rule effectively throughout Kwangtung and Kwangsi. The compromises and negotiations and arrangements which may be necessary to achieve this ambition are matters of very minor concern. While there are several groups in one Province all striving for mastery there will never be an end to banditry and guerilla warfare and no life or property will be safe.

INTIMATIONS.

An American Author on Prohibition.

In Mr. T. S. Strubling's most interesting book, *Prohibition*, which deals with the problems before the United States in regard to the white and coloured race question, it is to be noted the following paragraph:—
"I always keep two or three glasses among my religious works in memory of the fact that our Lord and Master wrought a miracle at the marriage feast of Cana, especially to bless the cup. Indeed, Peter, thinking of that miracle at the wedding feast, I wonder, sir, how the Prohibitionist can defend his conduct even to their own consciences, because, logically, sir, the miracle of our gracious Lord completely out of the ground from beneath their feet!"
And this from a native born American!

DEWAR'S
"WHITE
LABEL"
SCOTCH WHISKY
OF GREAT AGE.

AWARDED
50
GOLD and PRIZE
MEDALS!

It Never Varies.

SOLE AGENTS—

A. S. WATSON
& CO., LTD.

WINE AND SPIRIT MERCHANTS.
PHONE C. 616.
ESTABLISHED 86 YEARS. [50]

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Two Chinese cases of enteric were reported on Wednesday.
Mr. Ribeiro, of the Bank of East Asia, has reported to the police the theft from his office at 2.30 p.m., on Wednesday of a black Pekingese dog valued at \$150.

The American Mail Line s.s. *President Grant* will sail from Hong Kong to San Francisco and Los Angeles on Monday night at midnight instead of Tuesday, as previously advised.
St. Peter's Young Men's Club are holding their last moonlight bathing picnic of the season this evening. The launch will leave Queen's Pier at 6.30. To-morrow St. Peter's Club hold the first annual picnic for inmates of the Blind Home.

As a result of being stabbed in the left side of the chest with a pair of scissors during a quarrel with his brother, a Chinese living on the second floor of No. 573, Queen's Road East, was removed to the Government Civil Hospital. His brother has absconded.
The sale of household property situated at No. 69, Caine Road, having an annual Crown rental of \$8.50 and an area of about 1,977 square feet, which was to have taken place at the China Auction Rooms yesterday afternoon, by order of the mortgagee, was cancelled.
An Indian constable, P.C. B461, has been taken to the Government Civil Hospital with head injuries. In alighting from a bus in Nathan Road he slipped and fell, striking his head against the running board. The base of his skull was fractured, and he was removed to hospital in an unconscious condition.
A Chinese was taken to the Nethersole Hospital from No. 23, Shelley Street, suffering from the effects of a cat bite received some five weeks ago. The man's condition is not at present serious, but it is feared rabies might develop. The cat has not been captured, and is believed to have since died.
Wong Kwok Choi, Chinese constable C623, who is at present on four weeks' leave, was arrested at No. 41, Catchick Street, Kennedy Town, on a charge of selling non-Government opium. Both he and his wife were charged before Mr. R. E. Lindsell yesterday and remanded until Saturday. Mr. D. McCallum was for the defence.
Letters of administration to the estate of Li Ping Chau, alias Li Yee, alias Li Kam Man, alias Li Yuk, late of Pong Po village, Toi Shan district, Kwangtung, who died at this village on May 3rd, 1924, have been granted to his widow, Li Tam Shi, of No. 183, Wing Lok Street, Hong Kong. Estate in this Colony is valued at \$19,700.
Mr. E. W. Carpenter, assistant director of the Public Works Department, is returning to Hong Kong on the P. & O. s.s. *Montez* which leaves London on October 7th. Mr. A. G. W. Tickle, engineer in-charge of the architectural department of the P.W.D., is returning later in the year via America. He has booked his passage from San Francisco by the *Taiyo Maru*.
A Chinese young man residing at No. 18, Stanley Street, went to Kowloon on September 4th. There he hired a bicycle for an hour. He failed to return the cycle and was arrested and charged at the Kowloon Magistracy yesterday. Sentence of six weeks' hard labour was passed, and the thief was ordered to pay \$5 to the complainant for having kept the bicycle for so long.
Mrs. Figgins, residing at the Hong Kong Hotel, has reported to the police that at about 6 p.m. on August 25th, she was walking in Bowen Road from Lauriston Hotel to the tram station when she met three Chinese, one of whom was carrying a small hatchet. One of the trio rushed at her but luckily two British sailors came along a bend, and all three Chinese decamped.
Invitations have been issued by the Committee of the Chinese Recreation Club in connection with the annual "at home" to be held at the Club, Causeway Bay, on Saturday, September 24th, at 3 p.m. The programme will include a tennis match between the Champions (C.R.C. of the three divisions) and "Rest" of the League, a tea dance, the band of the 5/2nd Punjab Regiment, and distribution of prizes by Lady Clementi.
Major E. J. Barkham is giving an organ recital at St. John's Cathedral this evening, at 5.30, in aid of the Organ Fund. Mrs. H. Balcen (violinist) will also contribute items. The programme is as under:—Sonata No. 6, Mendelssohn (Chorus and variations—on "The Rose" of the League, a tea dance, the band of the 5/2nd Punjab Regiment, and distribution of prizes by Lady Clementi.
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Postlude:—Silas.

SETTLEMENT OF STRIKE.

MEN RESUMING DUTY.
NO TERMS TO HAND YET.

As stated yesterday a cable was received from Shanghai officially announcing that the strike of officers and engineers of the China Navigation Company had been settled.
Officers are now being selected for the different vessels, and the schedule of ships and officers' appointments are expected to be ready by to-day or to-morrow, while many of the laid up C.N.C. vessels will re-operate from next week.
The following is the official cable despatched to the Guilds in Hong Kong from Shanghai:—
"Strike officially terminated. Letter received from Company to-day advising that Company is prepared to re-engage all ranks on September 24th and within forty-eight hours thereof. Company will also prepare appointments which will be forwarded to the Guild offices as soon as possible, to be delivered to those concerned."
The full settlement terms are not yet known locally. When these are to hand, they will be available for publication.
The following *Reuter* telegram was received from Shanghai yesterday:—
The China Navigation Company strike was terminated. All ranks have been reinstated on the Company's terms.

Leung Kai and Lai Yee, were jointly charged at the Central Magistracy yesterday morning with being in possession of three 810-notes and \$1-notes of the Hong Kong and Shanghai Bank, which were alleged to be forgeries, and also with being in possession of 800 labels resembling the labels used by the Superintendent of Imports and Exports in connection with Government prepared opium. They were remanded until Monday at noon on an application by Sub-Inspector Shaftain.
Following a quarrel between two boys of the Wo Hop Shek Village, Kowloon City, on Tuesday last, one of the lads was stabbed by the other and subsequently succumbed to his injuries. His assailant was later arrested by the villagers and handed over to the Police. The boy, who stated that he was ten years old and is described as an apprentice musician, was arranged before Mr. W. Schofield, at the Kowloon Magistracy, yesterday morning, on a charge of murder. Sub-Inspector Fallon applied for a formal remand for one week, pending the completion of the Police investigation. The case was accordingly adjourned till next Thursday.

Tenders are invited for the purchase of the following taxicabs of the Hong Kong and Kowloon Taxicab Co., Ltd. (now in liquidation): 20 Citroen taxicabs recently overhauled and in good condition; the same number of Citroen cars requiring small repairs; and a large quantity of used spare taxicab body and engine parts, wheels, etc., and also a large quantity of new Citroen spare parts, costing approximately \$15,000. Inspection can be arranged on application, and tenders, accompanied by a deposit of 5 per cent. of offer will be received up to October 15th by Mr. J. Fleming, C.A., the Liquidator, c/o Lowe, Bingham & Matthews.

Reference was made recently, and a description given of a new appliance acquired by the Hong Kong Fire Brigade, namely the Leyland B.S.A. fire motor-cycle combination and pump, which is destined for use on the Peak, where it will be able to reach places inaccessible to the large engines, and also it will be able to get quickly to the scene of a fire and make a start pending the arrival of larger appliances. Tests have been concluded at various points, on the Peak, and they have proved very satisfactory, pressure up to 105 lbs. to the square inch having been obtained. The nozzle of the hose is 5/8ths of an inch, and water was projected to an height of 110 feet. The machine is to be placed at Mount Gough Police Station.

The trouble made itself apparent when the tram service was started at 7 a.m. The car was stopped just before it reached May Road Station and the repair staff were telephoned for. They took off the side rod and the car was taken to the lower level terminus for the necessary repair work to be done. There were no passengers on the car going down, but there were a few Chinese riding up to the Peak. They alighted at May Road and continued the journey on foot.
It was raining fairly heavily between 8 a.m. and 9 a.m. and many Peak residents on their arrival at the top station were disagreeably surprised to learn that they had either to walk to their offices or to provide their own means of conveyance.
It was stated at 9 a.m. that it was likely the service would be resumed in two hours, but actually the cars did not start again until 2 p.m. Then they ran slowly and did not maintain the ordinary time table.

PEAK TRAM.

SERVICE INTERRUPTED.

WEATHER REPORT.

OCCASIONAL RAIN.

Yesterday's weather report, forecast and marks issued by the Royal Observatory at 5.35 p.m. stated:—
The depression is now central to the N.W. of Naha.
There are indications of another near the Frutas.
Local forecast:—N.E. winds, strong to moderate. Overcast, occasional rain.

PIRACY AND MURDER.

HOKLO PIRATES ATTACK JUNK.

FOKI SHOT DEAD IN MISTAKE FOR MASTER.

Another piracy has been reported. This time it concerns a local fishing junk which was attacked by Hoklo pirates, who thoroughly looted the junk. They also shot a foki, whom they thought was the master. The body was thrown overboard.
According to the report to the police, the master states that his junk (of about 140 piculs capacity) left Ping Hoi at about four o'clock on Wednesday afternoon. The crew included seven men and five women. About 8 a.m. yesterday the junk was off Kam Tau, Ping Hoi district, when a small Hoklo junk was seen sailing towards them from a southerly direction.
Several shots were fired at the fishing junk, and

SINO-JAPANESE TREATY INFORMALLY DISCUSSED IN PEKING.

AGREEMENT BETWEEN NANKING AND HANKOW LEADERS.

UNPOPULARITY OF GEORGE HSU CHEN.

SHANSI ENLISTING "TWO DIVISIONS AND TWO BRIGADES OF RECRUITS."

The Hankow and Nanking leaders, who intend to hold a conference at Nanking on the 15th instant, appear at last to have come to some definite understanding as to co-operating against the North. One of the local vernacular papers states that, notwithstanding this, the leaders are by no means wholly in agreement. There is also marked opposition on the part of several of the Nanking Kuomintang (and who, in fact, still refrain from participating)—against George Hsu Chien, whose "Red" proclivities were very pronounced for a considerable time.

Shansi is evidently wholeheartedly with the South, despite the threats of the North, and announce that they are raising a large body of recruits to swell their already large army.

HANKOW AND NANKING LEADERS CO-OPERATE.

(Wah Tsai Yat Pao.)

SHANGHAI, Sept. 8th.

An agreement with regard to co-operation between Hankow and Nanking has been completed. It is understood that the Central Kuomintang Party and the Nationalist Government will be re-organized by both factions.

The Southerners claim that their vanguard has advanced north of Sengkangying, on the north bank of the Yangtze.

An informal discussion, on the modification of the Sino-Japanese treaty, has taken place in Peking between Mr. Yoshizawa, Japanese Minister, and Mr. Wang Yin Tai, the Peking Foreign Minister. It was agreed that before a formal conference should take place, proposals by both parties shall be carefully studied by experts.

[NAVY WIRELESS.]

Southerners Cross To Pukow.

NANKING, September 7th. Two battalions of the Seventh Army crossed to Pukow yesterday. It is reported that cholera is raging in the camp of the Northern prisoners.

The other Yangtze ports are quiet, and there is nothing to report.

Defence of Wuhu.

WUHU, September 7th. The troops of the 37th Army are entrenching here, and are also putting up gun emplacements four miles below Wuhu.

Troops at Ichang.

ICHANG, September 7th. The Second and Sixth Armies are at Ichang. The situation is quiet.

KOREAN FERRY-BOAT DISASTER.

NEARLY 200 PEOPLE DROWNED.

[THROUGH REUTER'S AGENCY.]

Tokyo, September 8th.

The *Jiji* publishes a message from Seoul reporting that 200 Koreans were drowned on Tuesday morning, near Kaishu, in western Korea, when a ferry-boat containing 298 people capsized.

Ethiopia, 29 bodies have been recovered.

INDIAN COMMUNAL DISORDERS.

MANY KILLED AND INJURED.

[THROUGH REUTER'S AGENCY.]

Nagpur, September 7th.

Twenty-two people were killed and over 100 injured and sent to hospital as a result of communal disorders here.

A communique states that communal trouble broke out on Sunday evening, when a Moslem procession came into conflict with Hindus.

Stones were thrown and lathis (sticks) used.

Rioting occurred yesterday, and armed police and troops were called in. A score of cases of arson occurred.

A Mohammedan in the quarter where most of the arson occurred fired on a Hindu crowd, killing three persons.

Another Mohammedan, who fired on Hindus from a mosque, was arrested, also four Hindus who were setting fire to a Mohammedan house.

Calm has been restored, but there were two more isolated murders this morning.

Troops have arrived from Rampur, and military pickets have been posted all over the city.

[Nagpur is an important city in the Central Provinces of India. It has a population of about 150,000, and there are military cantonments.]

CHINA AND RUSSIA.

MME. SUN AND EUGENE CHEN IN MOSCOW.

MME. SUN'S "GREETING."

[THROUGH REUTER'S AGENCY.]

Moscow, September 7th.

Madam Sun and Mr. Eugene Chen have arrived here, and were met by representatives of the Moscow Soviet, the Peoples' Party, Commissariat of Foreign Affairs, and many delegations from the Chinese community and Moscow workers.

Madam Sun, in greeting the Soviet Union, declared that the bonds uniting the Chinese revolutionaries with their revolutionary brethren of the Soviet Union were indissoluble.

AN INTERNATIONAL CONFERENCE.

FORTY-FOUR COUNTRIES REPRESENTED.

[REUTER'S AMERICAN SERVICE.]

Rio de Janeiro, Sept. 7th. Forty-four countries are represented in the International Parliamentary Conference, under the chairmanship of Sen. Bayma of Brazil, which has provided an interesting discussion of committees dealing with emigration and economic matters, notably the former, at which Signor Pavia (Italy) proposed the creation of a permanent bureau consisting of representatives of the seven countries interested in emigration.

The South American delegates vigorously opposed the plan, as involving intolerable foreign control.

A plenary sitting adopted proposals to combat the abuse of monopolies, including the reduction of customs tariffs and the organization of economic arbitration established under the aegis of the League of Nations, with the co-operation of the Brussels Institute.

SCOTTISH-AMERICAN MEMORIAL.

UNVEILED IN EDINBURGH BY U.S. AMBASSADOR.

[BRITISH WIRELESS SERVICE.]

Edinburgh, September 7th. In Princes Street Gardens, Edinburgh, beneath the shadow of Castle Rock, Scottish-Americans have raised a beautiful memorial in honour of the Scots who gave their lives in the war.

Mr. Houghton, the American Ambassador, today unveiled the memorial in the presence of hundreds of American-Scots, who had crossed the Atlantic to participate in the ceremony.

Replying to a toast of his health, at a civic luncheon, Mr. Houghton said he was one of those who believed that the future of the world, its peace, happiness, and general well-being, depended largely—and he sometimes thought almost altogether—on the existence of a sound and friendly understanding between the British and American peoples.

THE FRENCH TRAIN WRECK.

WORKMAN'S ALLEGED CONFESSION.

[THROUGH REUTER'S AGENCY.]

PARIS, September 7th. A workman named Claudius Lyegey has been arrested in connection with the wreck of the Paris-Bordeaux express, which was derailed on September 2.

Lyegey is stated to have fifteen previous convictions for various offences. It is alleged that he was out of work, and in a fit of anger had tampered with the railway line.

FLOODS IN SOUTH RUSSIA.

VILLAGES SUFFER SEVERELY.

[THROUGH REUTER'S AGENCY.]

Moscow, September 7th. Floods, following heavy rains, have caused loss of life and considerable damage to property at Caoba, a suburb of Batoum, which is inundated.

All the buildings in the village of Goni were carried away by this floods. Other villages also suffered. Several Kurd families perished.

Railway communications with Tiflis are interrupted.

BELGIAN FINANCIER IN NEW YORK.

[REUTER'S AMERICAN SERVICE.]

New York, Sept. 8th. M. Louis Franck, Governor of the National Bank of Belgium, has arrived to confer with members of the Federal Reserve Bank.

TRANS-OCEAN FLYING.

GROWING OPPOSITION IN U.S.A. AND ENGLAND.

STATEMENT BY "OLD GLORY'S" OWNER.

[REUTER'S AMERICAN SERVICE.]

New York, September 8th.

Mr. Hearst, the newspaper proprietor who was the owner of *Old Glory*, has issued a statement that he had done his best to prevent the flight and had urged Payne not to start unless the Government assumed responsibility for the venture.

"GOT TO BE DONE."

[THROUGH REUTER'S AGENCY.]

LONDON, September 8th.

Sir Sifton Branker, interviewed at Liverpool with reference to the talk of prohibiting Trans-Ocean flights, said the flight from East to West had got to be done and it was as impossible to prevent a man from attempting to fly the Atlantic any more than from preventing him attacking Mount Everest.

AUSTRALIAN GOVERNMENT TAKE ACTION.

[THROUGH REUTER'S AGENCY.]

MELBOURNE, September 8th.

The Commonwealth Government have decided upon immediate action to prevent unsuitable machines attempting long-oversea flights.

No aircraft except seaplanes, flying-boats and amphibians will be permitted in the future for flights of over 50 miles from coast to coast.

Mr. S. M. Bruce, the Prime Minister, said the Ministry were anxious that an Australian pilot should accomplish the first flight between Australia and New Zealand and would render the utmost technical assistance to anyone attempting the flight in an efficient sea-going machine.

[REUTER'S AMERICAN SERVICE.]

No News of "Old Glory."

New York, September 7th. It is estimated that *Old Glory* when it sent out its SOS was 500 miles from the Newfoundland coast, and 83 and 120 miles respectively from the liners *Transylvania* and *Carmania*, both of which rushed to the plane's aid.

The weather in the North Atlantic is reported to be unfavourable, the sky being overcast, and there being a strong wind and high seas.

The captain of the *Transylvania* later wirelessed that he had reached the position whence the *Old Glory* is believed to have sent out its SOS but found no trace of the aeroplane though he searched an area of 30 miles round the spot indicated.

The *Transylvania* is continuing the search. There have been no further signals from the aeroplane.

A New York journalist, named Philip Payne, was a passenger aboard the *Old Glory*.

[THROUGH REUTER'S AGENCY.]

Encountered a Storm.

LONDON, September 7th. The Anchor liner *Transylvania* has reached the position whence a distress call was sent by the aeroplane *Old Glory*, in which Lloyd Bertand and James Hill, with Philip Payne, a New York editor, as passengers, were attempting to fly from the United States to Rome.

The *Transylvania* has wirelessed that she has searched an area thirty miles in circumference, but has not found the *Old Glory*. The *Transylvania* is now proceeding to a point at which the steamship *California* sighted the *Old Glory* prior to the latter's distress call.

The distress call was wirelessed by the *Old Glory* when she was about 600 miles from the Newfoundland coast. At the time, the *Transylvania* was 83 miles away from the aeroplane.

The *Old Glory's* message indicated that she was in grave difficulty, and expected to be forced down to the sea. She had apparently encountered a storm.

The *Carmania*, which was 170 miles away when it received the call, is also rushing at full speed to assist.

THE "PRIDE OF DETROIT" LEAVES FOR BANGKOK.

[THROUGH REUTER'S AGENCY.]

Rangoon, September 7th. The *Pride of Detroit* has arrived here, in the course of its flight round the world, with the American pilots Brock and Schlee aboard.

Leaves for Bangkok.

The *Pride of Detroit* has left for Bangkok.

(Continued on next column.)

SOVIET AND PERSIA.

NEW TRADE AGREEMENT.

FREE IMPORTATION OF PERSIAN GOODS.

[THROUGH REUTER'S AGENCY.]

Moscow, Sept. 8th.

Davidian, the new Russian representative to Persia, in an interview outlined the scope of the imminent Soviet-Persian Trade Agreement, which permits of the free importation of Persian goods to Russia and grants Persian merchants the right of direct trade operations in Soviet territory and also to import and export goods within a certain quota, without special license.

THE INDIAN RESERVE BANK BILL.

WHY IT HAS BEEN DROPPED.

[THROUGH REUTER'S AGENCY.]

SIMLA, Sept. 8th.

In consequence of the difficulty of reconciling the differences which arose in the Assembly, Sir Basil Blackett has decided to drop the Reserve Bank Bill, which contemplated the establishment of a State Bank with a directorate including the representatives of the Associated Chambers, Federation of the Indian Chambers and also the Provincial Co-operative Banks.

C.P.R. COLLISION.

2 KILLED; 35 INJURED.

[THROUGH REUTER'S AGENCY.]

CALGARY, Alberta, Sept. 8th.

Two trainmen were killed and 35 passengers injured in a collision on the Canadian-Pacific Railway mainline near Calgary.

PRINCES RETURNING FROM CANADA.

ON BOARD "EMPERESS OF SCOTLAND."

[REUTER'S AMERICAN SERVICE.]

QUEBEC, September 7th. The Prince of Wales and Prince George have arrived here, having completed a 7,000 miles tour of Canada.

They have boarded the s.s. *Empress of Scotland* for their return to England.

U.S. BANK RATE.

[REUTER'S AMERICAN SERVICE.]

PHILADELPHIA, September 7th. The Federal Reserve Bank has reduced its rediscount rate to 3½ per cent.

THE CANADIAN FLIERS.

[BRITISH WIRELESS SERVICE.]

RUGBY, September 7th.

Two more trans-Atlantic flights began to-day, when Tully and McDaniel resumed from Harbour Grace, Newfoundland, their attempt to fly from London, Ontario, to London, England, which had been interrupted by fog, and Schiller and Wood also resumed their interrupted attempt to fly from Windsor, Ontario, to Windsor, England.

HONG KONG TO-DAY OR TO-MORROW.

[THROUGH REUTER'S AGENCY.]

On enquiry at the offices of the Asiatic Petroleum Company yesterday we were told that the latest information received regarding the round-the-world flight of the *Pride of Detroit* was that the airmen were expected to reach Hong Kong from Bangkok either this afternoon or to-morrow morning. It will largely depend on weather conditions how soon they arrive.

Arrangements have been made with the Royal Air Force authorities at Kai Tak aerodrome for the aeroplane to land there.

The distance approximately from Bangkok to Hong Kong is 1,100 miles. It is not known how long the American airmen will remain in the Colony, but probably only a night. Arrangements for their reception are in the hands of the United States Consulate General.

BRITISH LABOUR AND "RED" RUSSIANS.

T.U.C. ADOPT IMPORTANT RECOMMENDATION.

[THROUGH REUTER'S AGENCY.]

LONDON, September 7th. The General Council of the Trade Union Congress has decided to recommend to the congress that no useful purpose will be served by continuing the negotiations with the Russian unions so long as their present attitude and policy is maintained.

The recommendation is accompanied by a telegram from Doga-dov, the secretary of the All-Russian Council of Trade Unions, describing the British labour leaders as traitors.

The subject will be debated by the congress to-morrow.

[BRITISH WIRELESS SERVICE.]

Reply to Russian Insolence.

RUGBY, September 7th.

The General Council of the Trades Union Congress created something of a sensation to-day by recommending the Congress to break off relations with the Soviet Labour movement. This recommendation will be discussed at to-morrow's session of the Congress.

Circulated with the recommendation was a telegram from Mr. Doga-dov, the secretary of the All-Russian Council of Trades Unions, which talked of the "betrayal" of the general strike and the "sabotage" of the miners' heroic struggle in England last year by the Labour Party. Doga-dov described as traitors Mr. Thomas and other Labour leaders, who, he said, were nourishing the workers with illusions as to the ability of parliamentary government to solve all working-class problems.

The General Council's recommendation, referring to this telegram, says it was designed as a "fraternal message" to the Trades Union Congress. No comment thereon is necessary, except to state quite definitely that the council has reluctantly come to the conclusion that there is no indication that the All-Russian Council of Trades Unions have any intention whatever of observing those conditions that are absolutely essential if an Anglo-Russian Joint Advisory Council is to be continued.

In the circumstances, the General Council must advise the Congress that no useful purpose will be served by continuing negotiations with the All-Russian Council of Trades Unions so long as their attitude and policy are maintained.

To-morrow's debate on the recommendation is expected to prove unusually interesting.

[THROUGH REUTER'S AGENCY.]

Council's Proposals Overwhelmingly Adopted.

LONDON, September 8th.

Notwithstanding the announcement of Mr. Cramp that the Railwaymen's Union will vote against the General Council's proposals to break off negotiations with the Russian Unions, the Trade Union Congress overwhelmingly adopted the Council's proposals.

POLICE REPORTS.

EUROPEAN ROBBED OF NOTE.

LARCENCIES, LOSSES AND ACCIDENTS.

A miscellaneous array of incidents was mentioned in the later police reports of yesterday, including larcenies, losses and accidents.

Flight-Lieut. Howell, reported the loss of a wrist watch between the Hong Kong Hotel, Exchange Building and the Star Ferry.

There were two larcenies.

In one, a twenty-year old Chinese will be before the magistrate to-day charged with the larceny of \$25 from a Chinese who was getting off a tram-car near the Central Market yesterday.

Mr. Braun, of Messrs. Shawan, Tones & Co., was walking in Queen Victoria Street yesterday afternoon, when a Chinese, of no fixed abode, is alleged to have stolen a \$10 note from him. Prisoner will appear before the magistrate this morning.

A shop coolie, aged 19 years, was arrested yesterday and will be charged to-day with stealing a large quantity of haberdashery, valued at \$113. The alleged stolen property has been recovered by the police.

Mr. B. J. Dekant, residing at Derrington House, No. 8, The Peak, has reported to the police that some person during Tuesday stole from his wardrobe a variety of articles of clothing, to the total value of \$35.

Accidents.

A military lorry knocked down a Portuguese boy in Nathan Road, Yau-mat, yesterday about noon. The boy was removed to hospital.

A Chinese woman, living in the Yau-mat district, fell off a wall at Nanking Street yesterday, and sustained injuries to her head. She was removed to hospital.

THE LEAGUE OF NATIONS.

"COUNCIL WITHIN COUNCIL" CRITICISED.

[THROUGH REUTER'S AGENCY.]

GENEVA, September 8th.

Vociferous applause punctuated the vigorous speech of Mr. Hambro (Norway) who, frequently planning in Sir Austen Chamberlain's direction, criticised the work of the Council, and spoke of the secret activity of the "Council within the Council" and the discussing of important agenda before the latter had been submitted to the General Council. He finally asked why Under-Secretaries of the League only belonged to the Great Powers, and said that Norway admitted the work of the Secretariat but it would do so even if the Powers still outside were brought inside.

Delegates rose and patted Mr. Hambro on the back as he returned to his seat.

POLO.

FINAL PRACTICE MATCHES.

[REUTER'S AMERICAN SERVICE.]

New York, Sept. 8th.

Yesterday both the British and American polo players held their last practice matches prior to meeting in the first match for the Westchester Cup at Meadowbrook Club's ground on Saturday, the 10th, not the 9th, as previously telegraphed.

The Britishers, Pert, Williams, Roark and Atkinson beat the Americans Sanford, Hopping, Cowdin and Lieut. Guinness by 15 to 9, the last-named being one of the British reserves.

The feature of the game was the magnificent display by Roark who hit like a demon and controlled the ball with wonderful skill.

The American team, Wilkinson, Webb, Stevenson and Milburn beat by 13 to 9 Harriman, Captain George Britain, Strawbridge, and Major Harrison playing for Britain.

[REUTER'S AMERICAN SERVICE.]

THE ST. LEGER.

WIN FOR LORD ASTOR'S BOOK LAW.

[THROUGH REUTER'S AGENCY.]

LONDON, September 7th.

The St. Leger resulted as follows:
Book Law 1
Hot Night 2
Son and Heir 3

The betting was 7/4 the winner, 4/1 second horse, and 23/1 third horse.

Sixteen ran, and the race was won by three lengths, with five lengths between second and third. The time was 3 min., 14 2/5 secs.

Tattoo lost a couple of lengths at the start. Settling down, Grande Vitesse made running from Tre-lawny, Book Law, Blue Boy, Shian Mor, and Restigouche.

After covering a mile, Grande Vitesse had a slight lead from Tre-lawny and Book Law, and on entering the straight the order was the same.

Three furlongs from home, Book Law was in front, closely followed by Hot Night, but easily resisted the latter's challenge. Shian Mor was fourth, and Jugo was last.

[BRITISH WIRELESS SERVICE.]

RUGBY, September 7th.

The race for the Saint Leger stakes, over a mile and three quarters at Doncaster, was won by Lord Astor's Book Law.

Sir Victor Sassoon's Hot Night was second, and Sir Abe Bailey's Son and Heir third.

It is Lord Astor's first success in this classic race. He has yet to win the Derby, in which his horses have been second five times. His fillics, however, have won for him the Oaks four times.

SCHNEIDER CUP RACE.

BRITISH OFFICIALS TO FLY TO VENICE.

[THROUGH REUTER'S AGENCY.]

LONDON, September 7th.

Sir Philip Sassoon, the Under-Secretary for Air, Sir Sifton Branker, the Director of Civil Aviation, and a party of officials, will fly from England to Venice for the Schneider trophy contest, which takes place on September 25th.

They will go in a new Saunders-Bristol commercial flying boat, *Dedina*, which is driven by two 450-horsepower Bristol-Jupiter engines, and has been designed for the marine branch of the Imperial Airways.

Ten passengers can be carried in a luxurious cabin in the hull of the craft, and a speed of 115 miles an hour can be attained. The boat is now undergoing trials off Cowes.

BEAUTIFUL "UNDIES"

ALL THE NEW SEASON'S
"CELANESE" UNDERWEAR
IS HERE—SOME WONDERFUL
SHADES AND LOVELY MODELS.

LANE, CRAWFORD'S LADIES' SALON.

SHINGLING WAVING MANICURING

The promptest and most
courteous service in Town.

CAMPBELL MOORE.

19, Queen's Road Central (1st floor)
OPPOSITE COLONIAL DISPENSARY.
[120]

PAMELA



Last Weeks of
REMOVAL SALE.

HATS for the
Autumn
SHOES for
Evening and
day wear

are being sold
at less than
Cost Price.

22, QUEEN'S ROAD, CENTRAL

MADAME R. SARRAULT

has now removed to her
New Premises
No. 10, Ice House Street.

Orders will be taken
at this address for

Day Dresses and Evening Gowns.

All work undertaken by
Madame R. Sarrault
is under the direct supervision of
Experienced French Fitters
from Paris.

[A.T.B.]

"WOMAN'S CROWN- ING" GLORY."

A HAT!

"By their hats you shall judge them," replied the headmistress of a large school, when asked how she had chosen from among a large number of candidates for a post in her school. By that she did not mean that there was a special hat suitable for the scholastic world, for the idea of the severely dressed schoolmarm is lying with many another rule of Mrs. Grundy. But for all that there is no article of dress which tells so clearly the character of the wearer than her hat.

A carelessly chosen hat is worse than an ugly one or even than the "cheap and nasty" variety. It shows a slovenly mind, especially in these days when fashion allows so wide a latitude. A hat needs both choosing and wearing, and the woman who is rather short of pin money must give even more thought to the subject than her luckier sister.



A youthful little suit in white spun silk with bands of blue, and a black belt and tie.

I was looking yesterday at the new hats in Lane, Crawford's which are typical of the kindly trend of modern fashions. They are almost all of that adaptable type which can be worn equally successfully with a number of different costumes, and in different ways, and are decidedly easier to wear than those of last winter. The very high crowns have given place to a more becoming shape. Hats are worn close to the head and low down on the nape of the neck, leaving the eyebrows just uncovered. The lower more rounded crowns are lightly pleated, often in a tam o' shanter effect, and brims are decidedly more in evidence. The line across the face is softer than before, the brim often curving becomingly to droop over each ear. As these hats are made of supple felt a clever touch can often arrange them to suit any particular face, and indeed one hat can be worn in a variety of ways to suit varying moods and dresses.

Several of the new hats are trimmed by skillful cutting of the felt. In one the top of the crown was so cut that it looked as if it were trimmed with drawn thread work, but actually little slits with the strap between each were pinched together in the middle and fastened with a stitch. Another hat of soft beige felt had little circles cut out of it and backed by brightly coloured gros grain; a third had slashes at one side edged with satin ribbon which looked like one of the formal gros grain trimmings of last year but considerably lighter.

A charming little pull-on hat in peach coloured silk beaver felt had bands in blue, white and claret colour round the crown. Another beaver felt in a deep beetroot colour had quite a considerable brim. The crown was deeply folded across from side to side and the effect was exceedingly smart.

(Continued at foot of next column.)

"SILVER BELLS AND COCKLESHELLS."

TAILORING FOR CHAIRS—
FREE.

Ever's troubles, and Adam's work began in a garden but gardens have held a warm place ever since in the hearts of their children, especially the English ones. I suppose that the want of a garden is a sorrow which felt by very many residents here and in the East generally. We have to be content with pot plants or if we are lucky and courageous with small terraced beds which are washed away every time we have a rain storm. Lovely as the hillsides are with fern, trees, and flowering shrubs, visions of bright herbaceous borders at the foot of smooth green lawns, of dew drenched beds of myosotis and periwinkles of roses, make one echo Browning's cry "Oh to be in England."

The London Underground were the first to cater pictorially for the Englishman's love of his garden. Their bright posters have given happiness to thousands who lavish tender care on a dusty geranium in a back yard, and have done more to pay for their new venture of extending their lines into the country than any other form of advertising could have done.

When cloche hats, trim lines, and beige colours became the rule in women's dress we felt still more keenly the call of the garden, and demanded that though bright colours were denied to ourselves we might enjoy them in our houses. The designers of cretonnes had excellent material to work on, for the Underground posters had familiarised the public with masses of brightly coloured natural flowers and the new garden-chintzes were received with joy. They have more than held their own, and every season new and more lovely designs are being produced.

Parched hillsides, typhoons, and troublesome 'fahwongs' may wreck the outdoor garden but you can have a garden indoors, which will give you constant joy and turn your thoughts back to Home. And now is the time above all to do so; the cooler season is just ahead when you will begin to desert the verandahs for your drawing room as the sun sets. But there is another inducement. Whiteaway, Laidlaw's are making loose covers free for the month of September. They have an expert tailor who guarantees the fit of his covers and their new stock of cretonnes is very charming indeed. There is a cyclamen pattern, with pale yellow mauves and pinks on a light ground, and rather deeper tones in a ground of powder blue. A handsome design of fans and roses is made in several lovely colours of which I liked best the one on a *bois de rose* ground with the pattern in warm tones of orange and yellow. The flowers are mostly blue when the ground takes on a deeper orange tone, and on a pale buff ground become pale, pink and blue. Very rich in tone is a double width cretonne in a deep claret red with a bold design of tree trunk and flowers in dusky orange and faint yellow. The designers of these cretonnes have managed to get bright rich colour without being garish, and the materials will not clash or seem out of place in any room. I have seldom seen cretonnes which gave me so much pleasure.

SALE OF EVENING DRESSES.—Pamela is including a number of lovely evening gowns in her sale now that the majority of the shoes and hats have gone. One or two of them are under \$30 and they are all fresh and very much marked down. I noticed a lovely mauve georgette hemmed with dyed marabout and beaded in a bold pattern round the hips, and another graceful gown of white georgette veiled with black lace, with a big butterfly in Rhinestones on the corsage.

The felt hats are either self-trimmed or have a simple band and flat bow of gros grain ribbon which exactly tones with the hat. Altogether one may say that the general colour is brown yet there are so many varieties from sand colour through all the tones of *bois de rose*, apricot and beetroot to the new nigger, that everyone can find on fashion's new palette a colour that will suit her hair and complexion.

BY THE WAY.

TWO NEW MATERIALS.—I saw two new materials at the Pioneer Silk Store both of which would be eminently suitable for present needs. The one is gabardine silk, which is made in several pretty shades of brown and beige and would be nice for jumper suits. It is mercerised silk and only costs \$1.50 a yard double width and washes splendidly. The other material is called Pioneer Crêpe and looks like very well finished Canton Crêpe. This comes in a very wide range of colours and is, of course, all pure silk though only costing \$3.50 a yard. It is sure to prove a popular silk for Autumn wear as it has that solidity and weight which look best for all but summer or dance dresses.

AN AUTUMN OPPORTUNITY.—We are all beginning to consider our winter clothes now and turning our attention from voiles and chiffons to serges and gabardines. Whiteaway, Laidlaw's have got a large consignment of dress and coating materials direct from the Yorkshire mills, in the shape of short lengths called "feints." These are either pieces upon which a new pattern



A pretty sport or walking suit which would make up well either in silk or viella.

has been tried or extra lengths from the end of bales. Some are all wool, others a mixture of silk or cotton, and are in a very large variety of colours and patterns, the lengths being mostly from 1 1/2 to 4 yards. Dresses, jumper suits, skirts, and children's things could be made from them, and they are all to be sold for \$1.50 a yard.

LIGHT CARPETS FROM PERSIA AND ALGERIA.—Warm clothes for ourselves and rugs for the floor will soon be a necessity, and it is wisest to consider them before the cold weather arrives. Pohoomull's, as you know specialists in oriental carpets and I was looking at some of their last consignment this week. Both Persian and Algerian carpets are light in weight, giving the necessary comfort without being difficult to handle for cleaning purposes. Made of a short silk or velvet pile they will wash, if necessary, without harm to the colours and are very durable. The Algerian carpets which are 5 feet by 7 feet in size only cost \$12 and the designs are very charming. One I liked particularly was in tones of brown and olive green in a conventionalised flower pattern. A fascinating rug had the traditional tree of life pattern in turkey carpet colourings dull reds and deep blue predominating. I saw one very handsome Persian carpet, all blue, with a conventional pattern similar to those of Venetian stamped velvets, and there were several others in typical Persian designs.

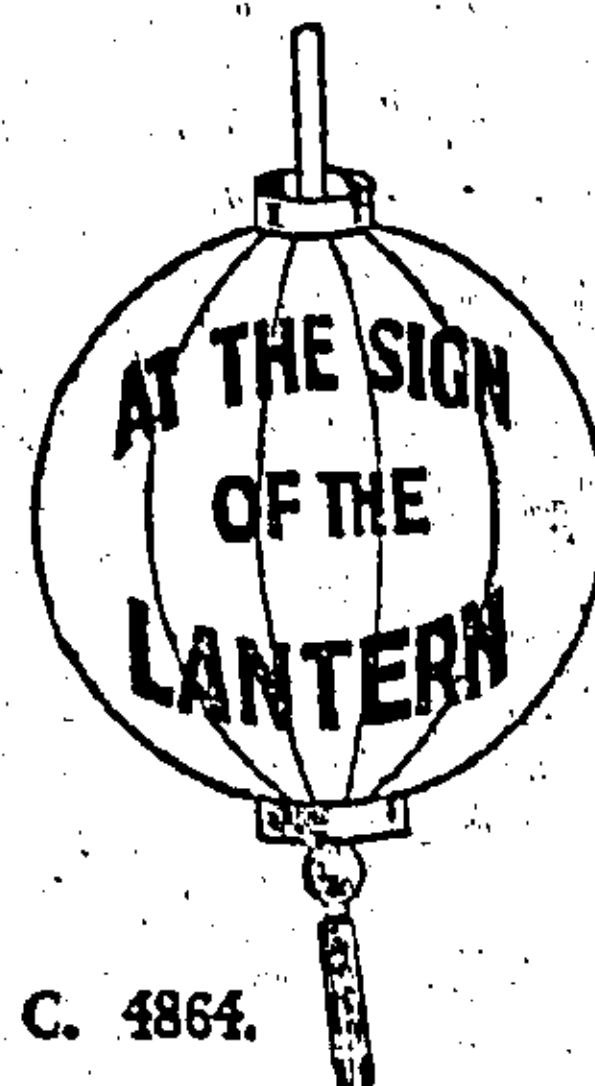
SMART JUMPER SUITS.—Miss Rothes has returned to the "Sign of the Lantern" and with her have arrived some charming stockinette jumper suits and light felt hats. One knows exactly what one will find in her wardrobes, clothes which are simple and chic; neither very dressy nor severe, but which

(Continued on next column.)

The WOMAN'S PAGE

New Autumn Frocks,
Jumper Suits and
Hats, Just Arrived,
At Very Moderate
Prices.

York Building,
Chater Road.
Telephone C. 4864.



LUXURY WITH ECONOMY.

For Summer and early Autumn wear
the new stock of luxurious goods
from Indian, China and Japan at

POHOOMULL BROTHERS

are unrivalled in the Colony.

Spun Crepe, plain and bordered, and
Flowered Georgettes are two lines
meriting special attention this week.

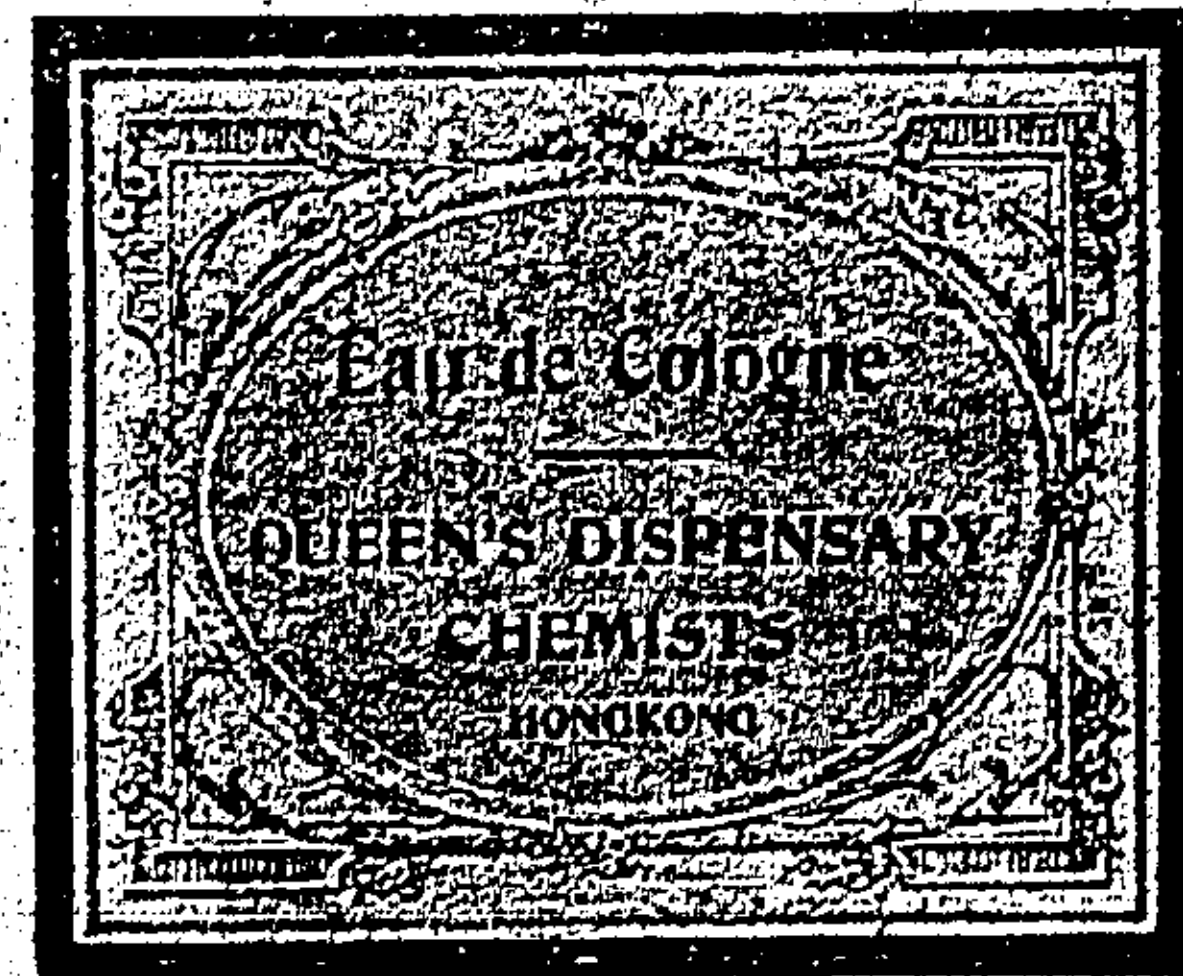
DO YOUR SHOPPING AT
POHOOMULLS. [A.T.B.]

THE PIONEER SILK STORE

Particularly invites your inspection
TO-DAY

of the attractive display of
Silver and Gold Fancy Evening Laced Dress Lengths.
New stylish Kimonos. Haori Coats.

Watch this column every Friday
for announcements of special
interest to all Ladies. [A.T.B.]



will please nearly every one. Among the three piece suits one in powder blue with a finely checked skirt and cardigan and another in beige with blue and white plaid checking on the skirt were original and pretty; and I admired, too, a suit in *bois de rose* with a kilted skirt. Of her hats a felt of dull violet with a deeper gros grain ribbon to join crown and brim, and a mottled beige shape with a fan like pleating on the left side of the crown were particularly smart.

CHIFFONS FOR CHILDREN.—Children's splendid winter wear for children of all ages, and is too well known to need recommendation. All mothers will be glad to hear that Powell's have now a large consignment of these garments including vests, combinations, sleeping suits, binders, etc. They have also some dear little white coats for the pram baby and the toddler in teddy bear cloth, corded satin and velvet. There are several smart shapes from the caped models edged with swans down to little belted coats which approach more nearly to grown up styles, but one and all are pretty and childlike and will wash.

(Continued on page 9.)

WOMAN'S PAGE

(CONTD.)

THE MERRY GODS OF OLD JAPAN.

There is something very human about the gods of old Japan. The fat and smiling little men of ivory who greet you from a showcase just inside Komor's door have none of the dreamy aloofness of their Chinese brothers. Omar, the Tent Maker, may well have been a collector of Japanese Natsuke for much of his philosophy in their's.

Dai Koku, the god of wealth, sits on two bags, one of gold and one of rice, and smiles like a profiteer. In his hand is a heavy hammer, perhaps to discourage robbers, and to emphasise his moral "If you want gold and rice you have to work for them." Dai Koku is a favourite subject for Japanese artists and appears in carving, painting and embroidery; the old yen notes used to have his picture on them in order to encourage thrift.

Ebisu, god of the sea, is much like Dai Koku in face and figure but carries a big fish in one hand and a rod in the other. But it is Inari the Fox who is chief favourite with both artists and story tellers. He is not unlike our Robin Goodfellow in some respects, although a more sinister figure. Japanese Fairy Stories bear a curious resemblance to Grimm's Tales in that they are simple and direct, and are dominated by half human animals, which unlike Hans Andersen's, are quite unmoral.

Inari is the hero of many of these Japanese Fairy Stories. His pookish humor leads him to assume the shape of a young girl who lures the lads of the village into the forest; or he becomes a priest and when the maidens come to him to be blessed he "spirits them away." Sometimes these jokes lead to a sinister ending and Inari lures his victims to a deserted spot where they are torn to pieces by his wild brethren. All over Japan temples are dedicated to the Fox god who sits in effigy on either side of the gateway and receives offerings of food and money.

The Badger is also said to be a mischief lover and delights in tormenting housewives. There is one delightful story which tells how a badger turned himself into a tea kettle with the idea of frightening an old priest when he went to make tea. However, when the badger suddenly resumed his own shape the priest seized him and he was unable to change back again. Instead he was led about on a chain all over Japan and made to dance for the villagers by which means the priest collected sufficient money to build a temple, probably in honour of his cousin Inari.

BASEBALL.

AVERAGES OF TEAMS AND PLAYERS.

Batting Average of Teams.

	P.	bat.	hit.	in.	ages.
Japanese	7	248	60	90	0.28
Filipino	8	255	56	78	0.22
H.K.B.C.C.	8	238	49	63	0.21
Recreio	7	209	41	60	0.20
Dragon	7	183	36	51	0.19
Tiger	7	138	17	21	0.12

Fielding Average of Teams.

	P.	Err.	Ass.	out.	ages.
Dragon	7	46	73	151	0.83
Japanese	7	43	84	144	0.83
H.K.B.C.C.	8	49	69	162	0.83
Recreio	7	44	57	121	0.80
Filipino	8	64	86	103	0.80
Tiger	7	84	71	107	0.85

Batting Average of Individual (Who Played More Than 5 Games).

Best 12.

At Safe H. Aver.

	P.	bat.	hit.	in.	ages.
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Figueiredo	(Recreio)	7	15	7	8	0.47
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Y. Hachiuma	(Japanese)	7	31	14	13	0.45
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Noronha	(Recreio)	5	11	5	3	0.45
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T. Leonard	(Filipino)	8	29	10	13	0.35
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McArdle	(H.K.)	5	17	6	5	0.35
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Colano	(Recreio)	5	17	6	5	0.35
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Murata	(Japanese)	7	30	10	16	0.33
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Zafra	(Filipino)	7	24	8	9	0.33
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Burrell	(H.K.)	6	19	6	5	0.33
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Takatori	(Japanese)	7	22	7	8	0.32
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S. L. Lee	(Dragon)	7	19	6	11	0.32
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Szido	(Japanese)	7	27	6	5	0.30
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PERSONALITIES IN CRICKET.

AS GREAT NOW AS EVER.

THE CROAKERS DISARMED.

[BY "TIT-WILLOW"]

The old mournful cry that cricket is without striking personalities is being heard in the land again.

If an enthusiast has the patience and time to dig into old newspaper files and wade through volumes of dead an gone periodicals devoted to cricket, he will find that this petty moan has often been printed before.

Cricket has always been "deplorably deficient" in attractive personalities.

In the age of Shrewsbury, William Gunn, Water Read, George Lohman and Johnny Briggs, it was without Duffs and Carpenters and Lillywhites.

In the era of Ranji, MacLaren, C. B. Fry, Richardson, Lockwood and Kortright it lacked the titanic types that had just passed out of the game.

What does this oft-repeated and dreary croak really amount to? That a certain type of sentimental enthusiasm and critic is always craving for the players of the generation that has just gone.

An old international, who has seen all the great players for the last four decades, writes in a contemporary that Hobbs, after W. G. Grace, is the greatest player of them all.

When he has retired, still more certainly when he is dead, everyone will admit it. They'll erect a statue to Hobbs at the Oval some day in the future. At least they ought to, and will if there is enough imagination on the county committee of the moment.

Efficient Anywhere.

Well here are we able to go to see Hobbs at his best, playing innings that never were surpassed since the game began, and the same old grumble intrudes into sports columns, and disturbs the old gentlemen enjoying their siestas, in the pavilions.

Wally Hammond, with his incisive, aggressive style, hard and dazzling as diamonds, would not be regarded as precisely a drab mediocrity at any era of cricket. Anyone who talks to him won't find him wanting in "personality" either. Any umpire, Doc. Young, for instance, or Len Braund (and what the umpires don't know about the game is not worth room in Wisden's) will tell you that there has never been a finer or more versatile fieldman than this youngster.

He has the extraordinary gift of being efficient anywhere. Patsy Hendren is anything but average type, who cannot be cast into the limbo of past players yet. But if Hendren belonged to the top-hat time (I would willingly bust a bob to see Patsy playing Macdonald cumbered with a top-performers would now be declaring in melancholy numbers, "Ah, we don't breed Hendrens in these decadent days."

Struddy's Ellipse?

It may be Bert Strudwick's "sunset season?" I hope not; tens of thousands of jolly enthusiasts hope the same. But supposing that it actually is, "Struddy" belongs to this age. He can't be used as an argument to prove how inferior are the keepers of the day. No, the little modest, brilliant, untireable hero of a score of Test matches, and hundreds of great county games, is part of the present. He proves that those who prate about the absence of interesting actors on the broad green stage of the grand old pastime ought to buy a book of poetry to brush up their imaginations and a pair of field glasses to fortify their eyes.

Willfred Rhodes is still the main girder of Yorkshire in defence with a bat or attack with a ball.

G. A. Macdonald, one of the mightiest fast bowlers (and this is not the first English age that has benefited from importations: what about Albert Trotter, Frank Tarrant, Ranji himself?), is the big gun in the artillery of the champions.

J. C. White, Somersetshire's inspiring captain, bowlers of overs of unshakable accuracy, the ideal cricketer who plays for the love of the game, keenly, chivalrously, and without snobbery—what is the matter with him?

Notts' Giant.

Then up in the Midlands, at Nottingham, which has given so many good fellows and splendid cricketers to the roll of honour, there is Arthur Carr. It is questionable whether the whole history of the game can show a captain who more completely plays and looks the part than this blonde giant, who marches to the wickets and swings the game his side's way, with fours and sixes.

Why the crane-hung Carr would go into ecstasies about Chappie if he was in a cemetery.

What rot is talked about as good a company of players as ever interpreted cricket's bat and ball drama!

I don't believe there ever were more captivating elevens in the field since somebody first sent down a ball, somebody else had "a dip," and somebody else shouted "Well hit, sir"—and the game began.

AT THE QUEEN'S.

"THE WANDERER OF THE WASTELAND."

THE BROADWAY FOLLIES.

[BY OUR FILM CRITIC.]

"The Wanderer of the Wasteland" is particularly interesting as it is the first film we have seen here photographed entirely in technicolor. We have become so accustomed to the silver screen as it has been termed, that, strangely, a film in colours seems less real at first than the arbitrary greys of a photograph. Possibly the colours themselves are responsible for this fact, for good as they are it has not so far been possible to eliminate a certain chromo lithographic hardness. Yet as the picture progresses one begins to accustom oneself to the new medium and a sense of pleasure overrides the feeling of unfamiliarity.

Certainly this film is excellent material on which to try a new experiment. Much of the story takes place in the Colorado desert, a background which presents very few opportunities for a pleasing effect in the range of colour tones obtainable with the ordinary camera, and fewer still for arriving at a stereoscopic effect. The waste of sand broken only by tufts of dull coloured cactus gains enormously in value by being shown in its natural colouring, and makes an admirable field against which to pose the somewhat over coloured human protagonists in the drama.

Most of the scenes in technicolor which we have seen before have been gorgeous interiors, the coronation scene in "Her Love Story" for example, and the effect has been rather garish than beautiful and decidedly unconvincing. Certain of the "Prizma" pictures have been successful notably those in which there were no human figures, but as a whole they have not come up to the standard of this film in colour effect.

The story of "The Wanderer of the Wasteland" has been adapted from a novel by Zane Grey. That it is not of very great interest in itself, might be considered an advantage in this case, as one has leisure to study and enjoy the colour photography. Noah Beery, Bill Davis and Jack Holt who take the leading parts, are all efficient actors, and the staging and dressing of the story has been very well executed.

The Broadway Follies.

The Broadway Follies are not giving a ballet to-day, but instead a whirling dance, with a suggestion of the Charleston, is performed at top speed. The earlier part of their programme is as good as ever and includes a Tartar dance which gained much applause.

In response to popular demand, their season has been extended for two days, Saturday and Sunday, August 11th and 12th, when the company will give a farewell programme, including, by special request, the Arctic Ballet. This news will give general pleasure to local theatre-goers, with whom "The Broadway Follies" have won high favour.

At the Star Theatre.

"The King on Main Street," a clever movie play adapted from a New York stage hit, opened at the Star Theatre yesterday. Adolphe Menjou, Greta Nissen and Bessie Love are the leading players.

The story opens with a scene filmed in natural colours showing the king of a small European realm reviewing a long line of cavalry from a dais.

The king elects to go to America and Paris to get money for his country, and his adventures in the French capital and in the United States are the main part of the story. The final scene is done in natural colours with another review of the troops.

At the World Theatre.

The principal picture at the World Theatre, great variety, and until to-morrow, is Hoot Gibson's excellent Western comedy, "Hey! Hey! Cowboy," a story of wild adventure in the cattle country, which was screened at the Star Theatre last week.

HOME FOOTBALL.

WEDNESDAY'S RESULTS.

[THROUGH DEUTER'S AGENCY.]

LONDON, September 7th.
The following are the results of matches played to-day:—

Division I.

Manch. U. 1, Wednesday 1.
Sunderland 4, Birmingham 2.

Division II.

Chelsea 3, Notts County 0.
Bristol R. 3, Plymouth 1.

Division III (Southern).

Bristol C. 2, Gillingham 2.
Gillingham 1, Q.P.R. 2.

Division III (Northern).

Southend 3, Bourmouthe 0.
Torquay 0, Millwall 1.

Division III (Northern).

Watford 4, Walsall 8.
Durham 2, Chesterfield 0.

Division III (Northern).

Wigan 1, Lincoln 3.

AMERICA'S GROWING LOANS TO EUROPE.

VITAL INFLUENCE UPON FISCAL POLICY.

TARIFF CHANGE OR FORGO FOREIGN LOAN INTEREST.

[BY THE RIGHT HON. PHILIP SNOWDEN, M.P.]

Far-reaching Alteration.
America's confidence in the ultimate financial rehabilitation of Europe is evidenced by the fact that she has advanced over \$12,000,000,000 in foreign loans and other participations during the six years to 1926.

The question accordingly arises as to what the effect of such investments will be upon world trade, in view of America's production capacity and policy of keeping out the goods of countries in which she is investing.

Mr. Philip Snowden, ex-Chancellor of the Exchequer, in the following article discusses this aspect of the problem, and suggests that America's fiscal policy will have to be altered, if free lending abroad is to continue.

One of the most far-reaching post-war changes in the world economic situation is the fact that the United States, which before the war was a debtor nation, has become one of the world's chief creditors.

The main factor which has contributed to this change is that while Europe was impoverished by the war, the United States has enjoyed unparalleled prosperity. The abundance of her wealth has been beyond her internal capacity for absorption.

It has been fortunate for Europe that this has been the case.

Had America not been in a position to lend freely to Europe, the reconstruction of the Continent would have been impossible, or, at the best, painfully slow and protracted.

From that point of view, therefore, it may be admitted that the American loans to Europe have been a boon and a blessing. There is an apparent inconsistency between the political policy of the United States in holding aloof from participation in international affairs and at the same time contributing so freely to the financial assistance of foreign countries. This is all the more remarkable when we remember that before the war foreign loans had very little attraction for the American investor.

Indication of Confidence.
The fact that America has lent such huge sums to impoverished European countries since the war made, that she has in reality great confidence in the restoration of Europe. A foreign loan has no security beyond the promise of the borrowing country, and the maturity of the promise is always a generation or two ahead.

Some idea of the extent to which the United States is now the creditor of foreign countries may be gathered from a few facts. The total of foreign loans outstanding in New York in 1913 was about \$2,600,000,000, the loans to European countries representing only about one-eighth of this sum.

In the five years from 1921 to 1926 the total foreign loans issued in New York, exclusive of refunding operations, amounted to over \$4,750,000,000. In addition to these loans, it is estimated that private American participation in foreign companies amounts to \$8,000,000,000. Further short-term credits issued abroad are put at \$1,500,000,000.

Since the outbreak of the war the number of foreign securities on the Chicago Exchange has risen from 6 to 128. The American foreign investments are spread very widely over the whole population of the country.

Small Investors' Big Share.
An analysis of the foreign bond holdings, which has been recently made, shows that the smaller investors take a large section of each of the foreign issues. It is estimated that foreign bonds now represent about one-fourth of the average investor's holdings.

America has been able to invest so largely abroad in recent years because, as I have said, she has had surplus savings out of her abundant production which could not be reabsorbed internally.

The per capita income of the United States, in current dollars, has risen from \$320 in 1914 to \$776 in 1926.

If the productive power of the United States continues to expand, the difficulty of absorbing the product internally will correspondingly increase. Two outlets are now being provided—foreign investment and the hire-purchase system. Both of these methods are probably creating future difficulties. With the latter we are not concerned here, except to this extent that if the hire-purchase system should bring about serious economic dislocation it would have its repercussions on America's position as a large foreign creditor.

It would be unwise to dogmatise as to what effect the large investments of the country like America abroad will ultimately have upon world trade and economy. It is something quite new and strange in world commercial and financial affairs.

Aim at Foreign Products.

Great Britain has been a world creditor for generations, and to-day her foreign investments are still far larger than those of the United States. But Great Britain took her payment from her foreign debtors in the products of these countries. Her trade balance has shown a large visible excess of imports.

But the United States is in a different position. She has no need to import, except certain tropical products like rubber. Her trade balance shows an excess of exports. She can only, ultimately, take the interest upon her foreign investments in goods. She shows no disposition to facilitate such imports. On the contrary, her tariff policy is aimed at keeping out the products of the countries in which she is investing her capital.

For a time she may get over the difficulty by the reinvestment of the interest upon these foreign investments.

But unless America alters her fiscal policy and admits the products of her debtors, it does seem that a time must come when she will be unable to continue to lend freely abroad.

There appears, apart from a change in her tariff policy, only one way in which America can continue to lend freely, and at the same time receive payment upon her loans, and that is by America buying the natural products of tropical countries upon such a large scale that she can receive payment upon her foreign investments through the machinery of triangular trade.

Tariff and Debts.
America's enormous demand for rubber has so far prevented the dilaution of her economic life from her large foreign lendings. But it is probable that her capacity for consuming rubber is now near its maximum. If she continues to lend during the next six years at the rate she has lent during the last six years, so far as one can see at present, she will be faced by the choice of the alternatives of altering her tariff policy or forgoing the payments on her foreign investments.

It is not likely, however, that there will be the same need for American capital, especially in Europe, in the future which there has been since the war. As the reconstruction of these countries progresses they will be able to a greater extent to finance future developments from their own savings.

The security for the loans which America has advanced for European reconstruction depends upon the Continental countries being able to secure a surplus of exports to meet the payments of interest upon their external debts. Unless they can do that, the exchanges will fall, and the capital value and interest value of the foreign loans will depreciate.

If America wishes to maintain the value of her foreign investments she must encourage international trade, or she will find eventually that, though she has rendered great service to a continent in need by her timely loans, she has lent too freely in her own interests.—Financial News.



The Food of Kings

Court Physicians know the best and see that Royal Babies have the best. That is why Glaxo has been used with success in 5 Royal Nurseries. Only the best is good enough for your Baby, for is he not a King to you? Give him Glaxo, the food that contains everything that will build firm flesh, strong bone and a sound constitution.

Glaxo
The Vitamin Milk-Food

"Builds Bonnie Babies"
W. R. LOXLEY & CO., SOLE AGENTS.



Does Your Heart Sink as the Thermometer Rises?

It won't if you have an ELECTRIC FAN. There's nothing like it for a normal pulse on hot days and nights. To keep fit, keep cool with an ELECTRIC FAN.

What is Home without an Electric Fan?



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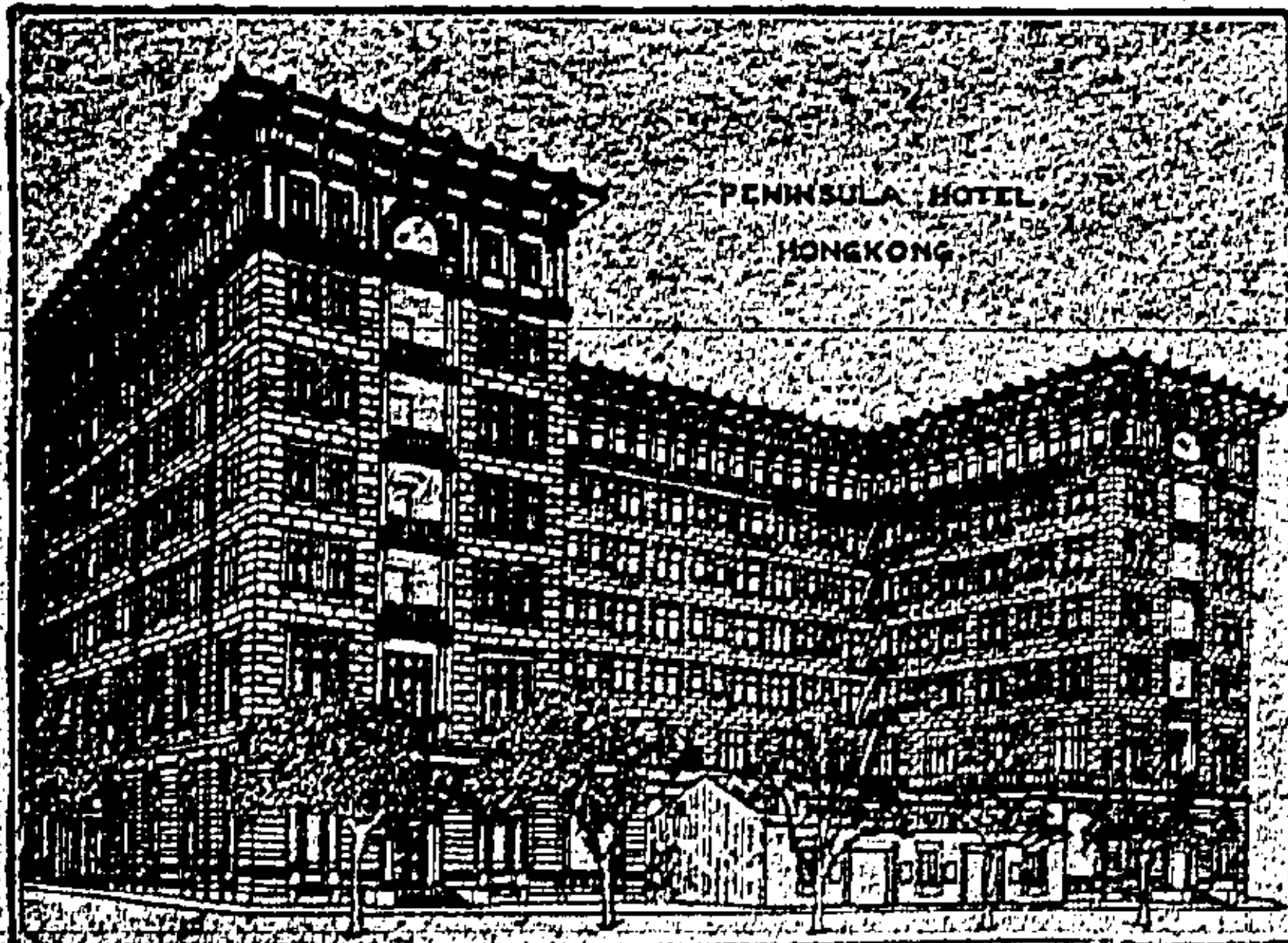
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JUDGE LINDSEY ON MARRIAGE.

PROBLEM OF DELINQUENT YOUTH LAID TO DISCORD
IN HOME.

MORALS OF COMPANIONATE WEDLOCK UPHOLD.

"Get me right—I am against of 200 divorces to 1,000 marriages, free love and trial marriage. I advocate companionate marriage, which is real, old-fashioned matrimony, with marriage by the priest and preacher. Havelock Ellis has written indorsing my views and H. G. Wells cabled a two-column statement, supporting my contention and declaring that he goes much further than I do."

Judge Ben Lindsey of Denver was speaking to a representative of the Portland "Oregonian" recently. This man of small figure with an unusually prominent, bulging forehead, restlessly moved around his apartment in the Hotel Portland as words poured in a torrent from him. He spoke with the fervor and enthusiasm of a crusader, for the judge is crusading against incompatibility in domestic relations.

Judge Ben Lindsey, father of the juvenile court and court of domestic relations, authority on delinquent children and who knows more about the trials of marriage and trial marriage than any other jurist, is on a vacation, he explains. He says that he takes these vacations so he can work to raise money to fight the Ku Klux Klan, which ousted him from the bench of the juvenile court after he founded it 27 years ago, as he declared.

"Companionate marriage," explained the judge, "is an old term, but somehow many people have an idea that it is something immoral. It is nothing of the sort. I want to improve the domestic relations and do it legally."

Alimony Hunters Rapped.
"First, I want to abolish the laws prohibiting birth control, which laws have caused bootlegging in contraceptives and have ruined the lives of millions of wives. I want the state to give the latest scientific information to married women."

"Second, I want divorce by mutual consent, where there are no children."
"Third, I want alimony based on the economic status of the parties concerned, on the man's ability to pay and the woman's ability to earn a living. This last will prevent women from marrying a man with a view to securing him for alimony when she is capable of making her own living. It will prevent much injustice that now exists in alimony awards."

"Anything immoral about those three propositions?" demanded the judge, cocking his head on one side like a parrot, while his eyes shone. "If they were universally adopted, wouldn't married life be happier? No married couple is completely and continuously happy, but it is possible to bring about conditions where there will be less bickering and quarrelling in the home."

Bachelor Army Deplorable.
"Do you know that there are 10,000,000 youths in this country between the years of 21 and 31, and that 6,000,000 of these are unmarried? Why don't they marry? They are not all he- virgins and she- virgins. Millions are chaste and I advocate chastity. But it stands to reason that there is much promiscuity. Why can't we say: 'Come on, you young fellows, and get married. Marriage isn't a prison. You can have children or not. If there are no children, there can be divorce by mutual consent, and if there is divorce alimony will be adjusted fairly and according to what is right.' With a proposition like that put up to the youth of the land, I do not believe that they would hang back from marriage as they do now."

Divorce is increasing. A minister in New York said, "I was a terrible man for advocating companionate marriage. He pointed with horror to conditions in Russia, where there is free love, and said that there were 200 divorces out of every 1,000 marriages. A New York paper wired me for a statement and I replied that if the minister was shocked at the Russian rate

of 200 divorces to 1,000 marriages, he would be paralyzed if he knew that in his own country the divorces are 400 to 500 out of 1,000 marriages. Take a look at the statistics of Portland, San Francisco, Denver, Kansas City, Detroit, Memphis. There are hundreds of divorces to every 1,000 marriages."

Divorce Expense Cited.
"What is wrong with divorce by mutual consent where there are no children? You can't compel two people who are incompatible to live together, although there are exceptions caused by religion or specific conditions. Husband and wife can get a divorce easily by subterfuge; a fake charge of cruelty and the non-appearance of the defendant."

With one assistant at \$10,000 a year, I could handle all the divorce cases in Portland and I'd receive 25 per cent. of the couples. The people here who are seeking divorces spend hundreds of thousands of dollars on lawyers when divorce by mutual consent would save that vast fortune."

"If couples have children that they do not want, they will not feel like providing for them. A father of 10 children told me that he did not want any of them, nor did his wife. He was not in a position to properly care for them nor was he disposed to. Birth control would meet such a situation. Science now has a 100 per cent. infallible contraceptive, which, under law, should be available to married women and thus save wives from injuring themselves, becoming neurotic wrecks, which leads to quarrels, and discord."

Statistics prove that a majority of the delinquent children are not children of divorced homes, but out of undivorced families, where there has been bickering between the parents. It gives the children a wrong idea of marriage. The younger generation is wise, as it must be with necking parties, but I can't say that it is worse, because more frank, than the evil-minded older generation. There is a great change coming in the sex situation with the coming years. I don't know what the change will be, but it is coming. Times are changing, conditions are changing. We are in a forest but we cannot see the forest because we are surrounded by trees."

Moral Stand Defended.
"I want to better the domestic relations; I want to make marriage attractive; I do not want to tear it down or abolish it. Because I use the term companionate marriage, I have been called all manner of things. I have told you just what it means—good, old-fashioned marriage, by priest or preacher; birth control of scientific character; divorce by mutual consent and see that alimony is based on economic conditions. Anything immoral in that?"

A few days a court decision in Colorado ousted Judge Lindsey from the juvenile court bench.

"I wasn't thrown out on account of my ideas on companionate marriage," said he, "for 75 per cent. of the people of Denver believe in my views on this subject. It was the work of the Klan. They swept Colorado like a flood in 1924 and almost everybody joined it. I didn't. They put up a fight on me and I won by some 300 or 400 majority. Then they dug up some irregularities in a precinct that was 100 per cent. anti-klan, and the whole precinct was thrown out, and that cut my majority to the vanishing point. The case went into the courts and I was ousted by a vote of four to three. The judge who cast the deciding vote was a Klan judge who had been one of the organizers of the secret order. A Klansman appointed someone to succeed me and he will hold until the next election. So I am taking a vacation, earning money to fight the Klan and try to get back on the bench—which I like—at the next election."

And the nationally famous judge smiled optimistically at the future. —Oregonian.

often caught her royal eye, and that the future Queen stopped her carriage there and bought dolls for her heart's delight.

Legends.
It is best not to inquire too closely into the Victorian legends of Paddington. One, for example, credits the naming of St. Petersburg to the shipment to that city of loads of gravel from pits that lay along the back of this row of cottages. This fact is that St. Petersburg place owes its name to the visit of the allied Sovereigns to London in 1814.

However, this row of cottages, with shops built out over what were once little gardens, is old enough to have greeted the small Princesses, and it does no harm to imagine that the present toyshop once contained her and her desire to buy a perfectly ladylike doll.

END-OF-A-FAMOUS-OLD-TOY-SHOP.
WHERE QUEEN VICTORIA BOUGHT DOLLS.

A traditional link with the childhood of Queen Victoria will be broken when the combined post office and toyshop at the southern end of Queen's-road, Bayswater, is closed for ever. The old row of brick cottages, one of which houses the toyshop, is to be pulled down, and new shops and flats built on its site. The post office will be reopened further north, but the toys—alas! one may buy them no more. It is said that the youthful Princess Victoria used often to drive out from Kensington Palace along what is now Queen's-road, but what was then called Black Lion-lane. It is said, too, that this old toyshop

LAST OF SINGAPORE'S TRAMS.

WHAT THE TRACTION COMPANY HAVE DONE.

A TRIBUTE TO THE ROAD-MAKERS.

SINGAPORE, Sept. 1st.
No tears are likely to be shed when, on Sunday next, the last two of the old trams of Singapore pass to the scrap heap.

A year ago, 58 of these barbarous vehicles were cavorting through our streets, threatening death and destruction to those in and about them. To-day the Traction Company is operating 66 efficient trolley buses plus the two relics of a past that may well be forgotten; and on Monday anyone contemplating the installation of a seaside hut, or some other form of the simple life, will have the chance of taking these vehicles off the hands of the Traction Company—for a consideration.

Their removal marks the disappearance also of the tramway track along the Selegie Road-Bras Basah Road section, a considerable job on which the Municipal Roads Department concentrates on and from Monday next.

Additions In Contemplation.
The Traction Company expect by about the middle of November to have 75 trolley buses and to increase this number by gradual stages until, about the middle of 1928, they will have 90 vehicles on the road.

Road-Making Efficiency.
People are inclined to take things for granted. We may therefore emphasize that whatever the Traction Company have accomplished to meet public transport needs—and they have done a good deal and done it well—the progress recorded so far would have been impossible had not the Municipal Roads Department pushed on vigorously with the road re-construction schemes.

With the experience of other places in mind, some people were of opinion that the trolley buses, running on practically the same tracks week in and week out, would cause grooving on the roads. But no such trouble has been experienced and none is anticipated. This is a striking tribute to the sound work put into the roads.

Uses for Old Rails.
What becomes of the old rails? Hundreds of tons of them must have been torn up from the streets. Then they vanish. But they have still a role to fulfil. They are sold by the ton to estates for use in bridge work, and to others who want them for various purposes of reinforcement, and a large proportion of them are shipped away. How many people realise, we wonder, that these rails—at least those of them that formed part of the original track—bear the legend "Made in Germany"!

The Boycott and Its Results.
What of the trolley bus boycott? Practically it has died, a natural death. The weekly takings of the Traction Company are now very nearly what they were before the boycott opened five months ago. The Company have suffered financially, but a secondary effect has been felt by the public who have missed the development which should and would have occurred during these months.

Both boycotted and boycotters have felt the effects of this foolish movement. Arrangements have to be made up and the Company are setting about their task valiantly; but if a section of the public should be foolish enough again to hamper the company's hands they must expect to suffer the consequences. —Straits Times.

ITALY'S TOURIST TRAFFIC.

AMERICA LEADS THE WAY.

Rome, August 13th.
Americans top the list among the world's tourists visiting Italy, says a United Press message.
During June, 3,438 foreign tourists entered Italy, and of this total, 3,218 came from the United States. Among the other nationalities represented in this tourist afflux were 1,700 British, 618 Germans, 768 South Americans and 310 French. There were 1,304 visitors from Central Europe and the Balkans.

The figures show that more foreigners are coming to Italy this year than last, in spite of the improved value of the lira and the high cost of living.

During the first six months of this year, 49,000 foreigners entered Italy as against 44,340 in the corresponding period of 1926. The increase in the figures is chiefly represented by the greater number of tourists arriving from the United States.

OSAKA LOAN.

TAKEN UP BY MITSUBI BANK.

TERMS OF ISSUE.

August 23th.
Arrangements for a loan of Y.73,000,000 have been completed by Osaka City with the Mitsui Bank. The loan is to be issued at Y.93.50 and bears interest at 6.6 per cent. It is to be paid off in eighteen years from the date of issue by yearly instalments.

Negotiations were begun with American financiers for the loan, but they failed to materialise owing to discrepancy in terms. In view of the fact that the outstanding loans borne by the city were issued at from Y.93 the terms for the new issue are considered hard, but Mr. Kinami, Deputy Mayor of Osaka, whom the Osaka Siji is of a different opinion. No loans of 70 million yen can be arranged, he says, on terms more favourable than we have accepted in this instance. Many reports are about as to the reason why the negotiation with foreign financiers were dropped in favour of Japanese bankers but the reason is simple enough. The Yokohama loan issued this spring brought in Y.50 at 6 per cent. and Osaka did not care to submit to such conditions. The Mitsui Bank came forward and accepted the terms. The bank will issue the loan at 94 or 94½ against 93½ received by the municipality, but the margin goes in discounts, advertising and commission. "Taking all things together, we may congratulate ourselves in the favourable terms secured," says the Deputy Mayor.

Some criticism is heard, however, among the members of the Municipal Assembly, and some of them have started investigations which may have an interesting development, especially as the election are near at hand. —Japan Chronicle.

THE ADMIRALTY STAFF.

WHY LARGER THAN IN PRE-WAR DAYS.

ECONOMY IMPOSSIBLE IN SCIENTIFIC WARFARE.

One of those periodical attacks upon the "bloated staff" at the Admiralty has been in progress of late. The now familiar arguments have again been urged as to why the Navy of 1927 wants such an infinitely bigger staff than it did in 1914, when in material it was at least 50 per cent. bigger, and in personnel about 30 per cent. bigger, and why, in spite of all the talk about reduction and economy, the Admiralty really appears to be doing so little towards setting its own house in order! The explanation which has been offered in Parliament is that the great growth of scientific methods in warfare demands a corresponding degree of investigation and experiment, that the whole of the "bloated staff" is really effectively employed, and that to reduce it would be to sacrifice efficiency. This line of reasoning is rather analogous to that which the Prime Minister employs upon the subject of national economy generally. Nothing as it now exists can, in fact, be spared.

The fact is that various departments and sections at the Admiralty which came into existence during the war as essential features of war organization are now being continued. In other words, during peace time the Admiralty is retaining its war machinery, some of which, at any rate, cannot be employed in the rôle for which it was created. Thus, for example, the question has been asked as to what the Plans Division can find to plan! For a long time past the Plans Division has been engaged upon work in connection with Geneva. Is this to be regarded as one of its legitimate functions? Suppose there had been no Plans Division, would not this work, just whatever it may be, still have been carried out in the Admiralty without putting an undue strain upon any particular department? Of course, if the idea is that we are to be always immediately prepared for war then the present organization at the Admiralty is justified. But this idea does not quite reconcile with the efforts in which we have been playing a very active part at Geneva for the past fifteen months to reduce our naval armaments. There is only one precept upon which national economy will ever be effected, and this is by asking not what we want, but what we can afford! It is only by approaching the problem from this point that we shall come to realize what we can do without, whether at the Admiralty or in any other Government department. —Naval and Military Record.

THE DUCHESS OF YORK.

COLONEL-IN-CHIEF OF K.O.Y.L.I.

The King has approved of the appointment of the Duchess of York to be Colonel-in-Chief of The King's Own Yorkshire Light Infantry.

As a result of a collision at sea, an action was commenced in the Supreme Court, Singapore, before Mr. Justice Deane, and Mr. A. E. McDonnell, assessor, for damages, arising out of the loss of a tongkang known as the *Nonia*, which was mysteriously run down and sunk whilst on a voyage to Muar, at the latter end of last year. The plaintiffs allege that the *Seang Bee* was the vessel responsible for the mishap. The casualty has also been before the Marine Court of Inquiry.

Mr. E. A. Stevens appeared for the owners of the tongkang and the Hon. Mr. C. Everitt for the owners of the *Seang Bee*, the China and Southern Trading Company.

Statement of Claim.
The statement of claim states that the collision was solely caused by the negligent navigation of the *Seang Bee*, by the defendants or their servants sometime between the hours of midnight on Monday, October 25th, 1926, and 1:30 a.m. on the following day in the vicinity of Tanjong Toroh, Malacca Straits, off Pulau Ubin.

The weather was overcast with continuous rain, light and variable winds and a moderate sea. The *Nonia* was proceeding in a northerly direction for Muar and carried port and starboard lights. As the *Seang Bee* approached the tinal and the crew of the tongkang beat empty tins to attract the attention of those on board the *Seang Bee*. Notwithstanding, the *Seang Bee* kept on her way and sank the tongkang. The crew were thrown into the water and by clinging to floating timber they kept afloat and shouted for assistance.

The plaintiffs claim damages for the loss of freight and loss of the use of the tongkang from the date of the casualty to the date of judgment and costs, reference to be made to the Registrar to assess the amount of damages.

Collision Denied.
The statement of defence denies that the *Seang Bee* collided with the *Nonia* in the vicinity of Tanjong Toroh at the time stated, or at any other time or place.

Alternatively the defendants say that if in fact the *Seang Bee* did collide with the *Nonia* as alleged in the statement of claim, such collision was caused solely by the negligence of those on board the *Nonia* in that they failed to carry the necessary lights for a sailing vessel under way at night.

The case is proceeding.—Straits Times.

SEA-DISASTER ACCUSATION.
SHIPPING DIRECTOR IN COURT.
AN "OVERLOADED" SHIP.

The recent Board of Trade inquiry into the loss of the steamship *Eastway* had a sequel at Cardiff Police Court, when Watkin James Williams, aged forty-six, of Penarth, the registered manager of the vessel, was accused of manslaughter.

Unlawfully sending the steamship *Eastway*, being a British ship registered at the port of Cardiff, from Norfolk, Virginia, to sea in an unseaworthy state so that the lives of the master and crew were likely to be endangered.

Mr. Pratt, who appeared for the Director of Public Prosecutions, said that Williams was one of the managing directors of the St. Mary Steamship Company, owners of the *Eastway*, and last October the vessel left Norfolk, Virginia, under charter with a cargo of coal for Pernambuco (Brazil).

Loss of Life.
"Evidence will be given later," said Mr. Pratt, "to show that when the *Eastway* left Norfolk on October 13th with a cargo she was so overloaded as to render the lives of these on board unsafe. She foundered off Bermuda on October 22nd, with the loss of the lives of twenty-three of her crew of thirty-five."

"Evidence will also be given regarding instructions. Williams gave to the master of the vessel—instructions which could only be complied with by the vessel being overloaded."

Mr. Pratt added that in these circumstances he alleged that Williams was a party to the steamer having gone to sea in an unseaworthy condition.

Williams was represented by Mr. Norman Ingledew, who stated that he had a complete answer to the charge.

A remand was ordered Williams being released on bail of £500 and one surety of £500.

BRITISH MERCHANT SHIPPING.

LORD INCHCAPE'S DEFENCE.

NOT BECOMING OUT-OF-DATE.

A question of great interest to shipbuilders and shipowners has been raised by Lord Inchcape, chairman of the Peninsular and Oriental and the British India Steam Navigation Companies. Lord Inchcape, whose knowledge of everything associated with the practical operation of ships is not exceeded by that of any other shipowner, does not think that because British owners are not ordering motor-ships so largely as others the British mercantile marine is falling behind in efficiency or in its up-to-date character. It has been said over and over again that foreign countries are making greater progress in the renewal of their fleets than Great Britain, and that in these countries motorships are superseding steamers at a rate which will soon relegate British shipping to a secondary place in general up-to-dateness, if not in actual numbers and tonnage of vessels. British owners, it has been said, are too conservative, too unwilling to cast aside vessels which have had their day and have ceased to be economical in comparison with those of the newest types, and too much afraid to venture on new and experimental lines, with the result that the mercantile fleet of the country is falling behind in comparison with the fleets of much smaller and less important nations.

World's Youngest Fleet.

The chairman of the P. and O. Company does not accept this line of argument. To begin with, he does not accept the premises on which it is based. He does not admit that British merchant shipping is becoming out-of-date. The mercantile fleet of Great Britain is, he says, the youngest and most efficient in the world, and it is a mistake to suppose that because there has been no replacement of steam by motor tonnage all is not well with British shipping. As he has found it quite possible to obtain vessels of the most economical and efficient types for his particular services without departing, until quite lately, from the old system of propelling machinery, his opinion for this reason, if for no other, must be treated with the greatest respect. Hence, when he says that British shipping is not losing ground by its failure to adopt oil engines more rapidly it becomes all concerned to find out what he really means.

In effect, Lord Inchcape's contention is that no good purpose is to be served by substituting motor-ships for steamers unless it can be shown very clearly that the latter are so much out-of-date as to be unprofitable on service. Owners of efficient British steamships are not, he says, parting with them merely to replace them with motor-vessels. The tendency under present trade conditions is to replace obsolescent British ships by their tonnage equivalents rather than to increase tonnage; and thus the growth of motor tonnage in Britain is necessarily slower than it is in countries which owned small mercantile fleets before the war, and whose aggregates have been increased considerably since the war, in many cases by large proportions of motor-ships. It is all very well, he seems to say, for a country almost wholly of motor ships, but Britain has a young and most efficient steam fleet, and the most efficient steam fleet is to be carried out, can take place only by ship as replacements are called for in the regular way of business.

Rate of Scrapping.

It may be that the British mercantile fleet is at present the youngest and most efficient in the world, but there must be taken into account the other fact that it is by a long way the largest fleet in the world, and contains many vessels which are most decidedly uneconomical in comparison with ships of the latest types. The owners of these vessels know that they are uneconomical, but the capital necessary for new construction is not available; if it is, it may be invested in other profitable ways, or the owners may prefer to carry on with the tonnage they have and allow time for further developments in hulls and machinery before they reconstruct their fleets. There is more than a tendency to replace obsolescent vessels merely by their tonnage equivalents. There is a tendency to hang on to such vessels for too long periods of time. If persisted in indefinitely this tendency will ultimately make the British mercantile marine far from the youngest and most efficient in the world.

Whether new tonnage should be propelled by steam or internal combustion engines is a matter for such a length of time to the

(Continued on next column.)

MARINE ENGINEERING IN FRANCE.

OIL FUEL REPLACING STEAM.

THE "ILE-DE-FRANCE."

The success of the machinery of the new French 42,000-ton liner *Ile-de-France* as illustrated by her maiden voyage between Havre and New York is likely to increase still further the confidence of French shipowners in the Parsons turbine direct drive that had already given such satisfactory results in the France and the Paris. The mean speed of the *Ile-de-France* during her outward (June 22nd-23rd) and homeward (July 2nd-3rd) voyages was about 23 knots, which may be regarded as a very successful performance seeing that the designed trial speed was 23.5 knots.

The consumption rate of the *Ile-de-France* is a matter of great interest to all concerned in shipbuilding and shipbuilding, and it is anticipated that, thanks to several improvements introduced, as compared with the Paris, among them the adoption of Prud'homme-Capus accelerated circulation boilers, the rate will be somewhat lower than that of the Paris. There is no doubt that the performance of the machinery of the ship, after she has resumed her regular service on the New York run (her next sailing from Havre is scheduled for August 10th) will be borne in mind by the Compagnie Generale Transatlantique when they have to decide on the type of prime mover to be adopted for their next big liner, which is due to be placed in service not later than 1932.

Motor Liners.

While in view of these satisfactory results it seems likely that French shipowners will remain faithful to steam at least for the biggest liners, it is understood that they are at last making up their minds to put to the test the Diesel drive in several new liners of medium size that are to be built in the near future, and it is probable that the Messageries Maritimes will not for long be the only French company to operate a motor-passenger liner and to have another under construction. In the meantime it is interesting to observe that out of the 20 motor-ships building and completing in France on June 30th, 1927, as shown by the returns of Lloyd's Register, there are only three French ships—viz., the Messageries Maritimes liner *Eridan*, just mentioned, and two tankers. All the other motor vessels under construction in France are for foreign owners.

If some companies are still definitely in favour of steam, it appears probable that several others would have already ordered motor-ships had it not been for the special circumstances of the moment which are responsible for a nearly total stoppage of orders for new vessels. The persistent delay noticeable in France with regard to the adoption of Diesel engines is thus accounted for by the reluctance of French shipowners in this respect than by lack of money necessary to order new tonnage.—S. Times.

UNCLAIMED TELEGRAMS.

AT THE GREAT NORTHERN TELEGRAPH CO.

ADDRESSES FROM
Paris, France, K. 10
Y. 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

AT THE EASTERN EXTENSION, AUSTRALASIA AND CHINA TELEGRAPH CO.

ADDRESSES FROM
Cooling, ...
Sherran Fisch Kremin, St. Paulin
Henry, Hotel Metropole, Saigon
Mokuzai, ...

different firms, who must take into account the special circumstances in their respective trades. The P. and O. Company are, no doubt, quite right in pinning their faith on such a length of time to the reciprocating steam engine. But that does not prove that the North Atlantic companies were wrong in changing over to the steam turbine, or concerns like the Bank Line wrong in going in wholly for motor-ships. What has been proved over and over again is that it does not pay ultimately to postpone the replacement of uneconomical by new ships, and that the British mercantile marine has been kept young and efficient by a continuous process of selling (or scrapping) and replacing. At present that process requires to be expedited, in the interests not only of shipping but of shipbuilding, and of the continued pre-dominance on the world's routes of British tonnage.—Straits Times.

DIVE TO SAVE A CREW.

SILENT HERO'S DEED IN THE NORTH SEA.

"JAMBOREE."

Mr. Frederick W. Williams, acting second officer of the South Metropolitan Gas Company's collier *Redriff*, is an exceptionally brave young man. He arrived at Greenwich aboard the *Redriff*, having jumped into the North Sea off Whitby in an attempt to rescue three fishermen whose boat had come into collision with the collier.

Those are the bare facts of the story, but even so stated they will probably suffice Mr. Williams as being worthy. He is a north-country sea-going man from South Shields. He becomes dumb on the subject of himself.

The master of the *Redriff* was little better. He is from the north, too. "The second officer would not thank you for saying anything about it," he remarked, running a shrewd hand through a mop of thick black hair. "There was some sort of 'jamboree' that is all. Sorry, old man," and he turned away to look at the Thames. His main concern was to get away with the next tide.

Pitch Darkness.

This is the full story of the "jamboree." Imagine the *Redriff*, an honest, bluff collier, nosing her way over the swell in pitch darkness off Whitby at 1.55 a.m. She is bound from Hartlepool to London with 2,300 tons of coal. Mr. Williams is on the bridge in charge of the ship. Nothing breaks the monotony of the blindfold voyage. The engines thud a quiet tune. The water parts with a murmur beneath the blunt bow.

Crash! Mr. Williams jumps to the engine-room telegraph. There is a confused shouting borne along the *Redriff's* waterline. That is the prologue. Mr. Williams thereupon wasted no time. He gave the alarm. The first officer came on deck at a gallop and took over the ship. The night was black, and the *Redriff* slowed down, wallowed unseeing, and hearing only the shouts of men from the water.

Leap Overboard.

Mr. Williams ran to the side, paused for a second, then sprang overboard. A splash heralded the beginning of a supremely Quixotic adventure. If he had reflected he might have asked himself what good could he do? He could not see the men, and even if he found them, how could he support the crew of a fishing boat? But he did not stop to think. He acted instinctively, and he bent the *Redriff's* boat to the water by minutes.

The boat rowed out and was successful in picking up the fishermen, who were found clinging to a mast, and Mr. Williams. He was as cheerful, but as taciturn as ever. So much for the main action of the story. The epilogue is staged aboard the *Redriff* in a setting of hot blankets, hot coffee, and practical silence while Mr. Williams and the rescued men—the crew of the sailing cobbler *Guide Me*—exchange by some species of nautical telepathy the liveliest feelings of goodwill.

The crew of the *Guide Me* were landed on the pilot cutter in Hartlepool Bay hours later, and the *Redriff* resumed her voyage to London. The story of Mr. Williams has been added to her log.

H.M.S. "NELSON."

NEW BATTLESHIP'S DEPARTURE FROM THE TYNE.

An enthusiastic send-off was given the battleship *Nelson* when she left the Tyne. Built at the Walker naval yard of Messrs. Armstrong, Whitworth & Co., the *Nelson* has a displacement of 35,000 tons, and her cost, including guns, was £7,000,000. She will become the flagship of the Atlantic Fleet.

She was launched in September, 1925, after three years' preliminary building, and is a sister ship of *Rodney*, launched at Birkenhead in December, 1923.

Preceded by a harbour master's launch and police patrol launch, and in charge of five powerful tugs, her progress down the river was greeted with cheering from the crowds on the banks and by the hooting of sirens. Shields and Tynemouth piers, and every vantage point were crowded with spectators as the *Nelson* made her way into the waters of the harbour. At the river mouth an aeroplane took part in the demonstration, the airman diving and banking and performing other feats as a farewell greeting to the Tyne's latest triumph in battleship building.

A SENSIBLE BISHOP.

ADVISES NATURE'S GARE FOR PACIFIC ISLANDERS.

South Sea Island flappers are wearing more and more clothes, and the one who most strenuously opposes the new style is Joseph Darnard, Bishop of Samoa and the Union Islands. The natives, he says, are ruining their health by the adoption of white men's habits. Only the scantiest clothing allows them to remain well, so the women should not wear even the flimsy lingerie of their white sisters.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, September 8th.			
Day	at 2 p.m.	6 a.m.	2 p.m.
Barometer...	29.75	29.77	29.78
Temperature...	79	73	78
Humidity...	74	88	64
Wind...	ENE	ENE	E
Force...	4	5	5
Weather...	0	OR	0
Rain...	0.03	0.00	0.42

Highest open-air temperature, 79th: 80
Lowest open-air temperature, 8th: 71

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M= Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From September 9th to 15th, 1927.

Day of Week		Month		Time		Height		Month		Time		Height	
Day of Week		Month		Time		Height		Month		Time		Height	
Fri.	9	h.	m.	h.	m.	h.	m.	h.	m.	h.	m.	h.	m.
Sat.	10	6	54	7	4	0	13	3	9	6	54	7	4
Sun.	11	8	46	9	4	0	13	3	9	8	46	9	4
Mon.	12	10	15	11	1	0	13	3	9	10	15	11	1
Tues.	13	10	51	11	1	0	13	3	9	10	51	11	1
Wed.	14	11	17	12	2	0	13	3	9	11	17	12	2
Thur.	15	0	12	1	2	0	13	3	9	0	12	1	2

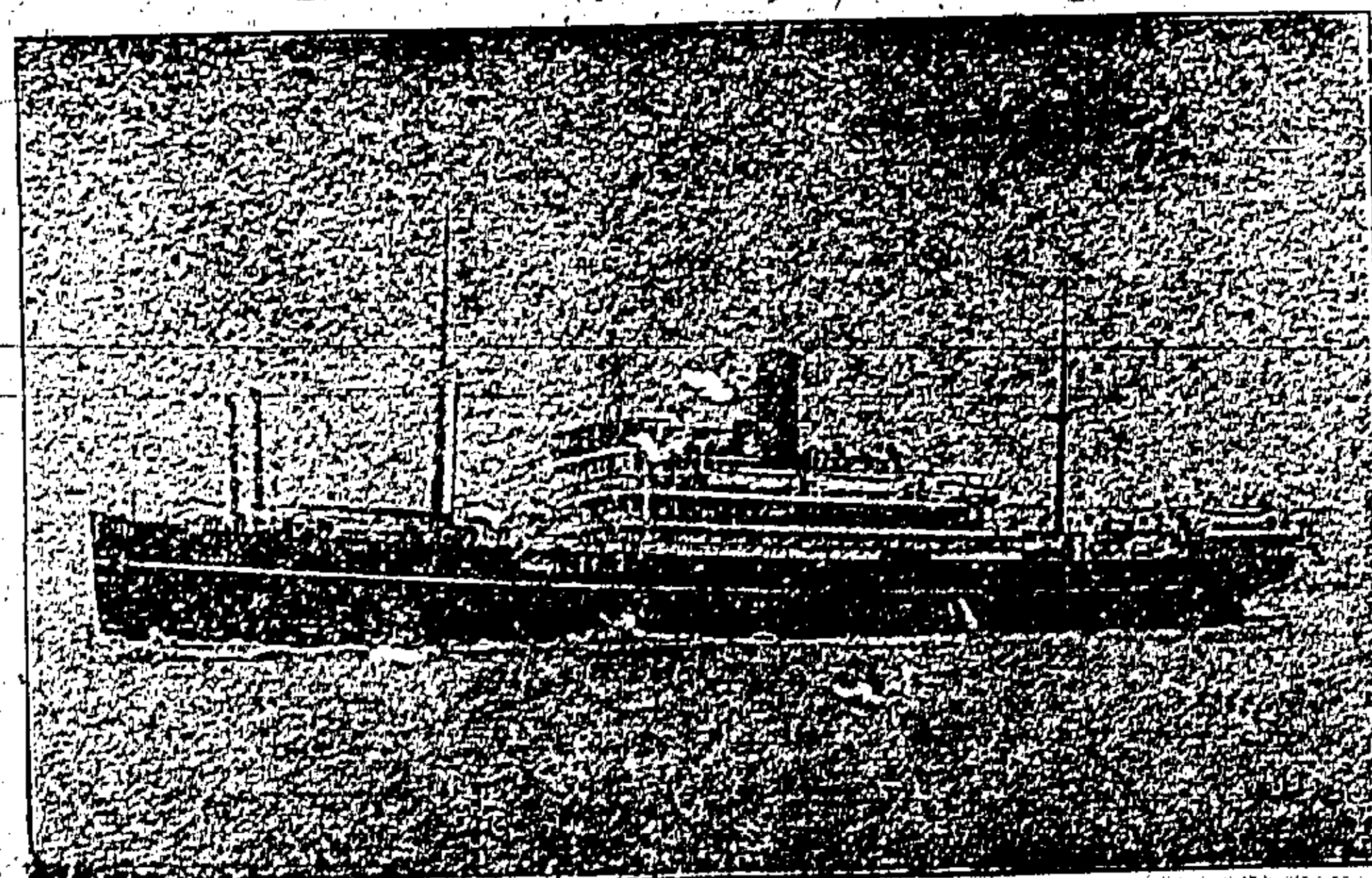
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R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co's Steamer "LYCAON."

are hereby notified that the Cargo will be discharged into the Godowns, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Kowloon Wharf. The Cargo will be ready for Delivery from Godown on and after 8th September.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 15th September, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 25th September, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

8th September, 1927. [53

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW & BANGKOK... "KALGAN" ... On 11th Sept. Noon
 AMOY, SWATOW & SINGAPORE ... "KWEIYANG" ... On 11th Sept. 6 a.m.
 HOIHOW, PAKHOI & HAIPHONG ... "TEAN" ... On 13th Sept. 4 p.m.
 ANTONG & NEWCHWANG ... "CHENAN" ... On 13th Sept. 4 p.m.
 BANGKOK ... "KWANGTUNG" ... On 13th Sept. 4 p.m.
 AMOY, SWATOW & SINGAPORE ... "ANKING" ... On 18th Sept. 6 a.m.
 SWATOW & BANGKOK ... "KIANGSU" ... On 18th Sept. Noon
 SWATOW & SHANGHAI ... "SUNNING" ... On 18th Sept. Noon

SALOON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, Have Now Been Reduced To

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AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS VIA MANILA AND THURSDAY ISLAND. Through Bill of Lading issued to all Australia, New Zealand and Tasmanian Ports. EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.

STEAMERS	Days Here KOWLOON OR ABOVE	SAILING FROM HONG KONG
TAIPING	In Port	13th September
CHANGTE	11th October	18th October
TAIPING	8th November	13th November
CHANGTE	8th December	18th December

For Freight and Passage Apply to—BUTTERFIELD & SWIRE, TELEPHONE CENTRAL 36. Agents.

BOSTON, NEW YORK AND BALTIMORE

JOINT SERVICE OF THE

"BLUE FUNNEL LINE"

QUEEN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND AMERICAN & MANCHURIAN LINE (ELLERMAN & BUCENALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF BOMBAY" ... Via Suez Canal ... 9th October.
 S.S. "THESEUS" ... Via Suez Canal ... 23rd October.
 S.S. "CITY OF EASTBOURNE" ... Via Suez Canal ... 6th November.
 Steamers proceed via Suez Canal or Panama Canal at Owners' option.
 Subject to Change without Notice.

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IMPROVED SERVICE

BY FAST MOTOR VESSELS

BOSTON AND NEW YORK

M.V. "JAPANESE PRINCE" ... 17th September, 1927

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 Telegrams: Furness. King's Building. [19]



LIGNES COMMERCIALES (Cargo Boats). Monthly Sailings direct to HAMBURG, ROTTERDAM, DUNKIRK—

S.S. "CAPT. FAURE" due to arrive from DUNKIRK, LONDON, HAVRE about the 20th September.

SERVICES CONTRACTUELS (Mail Service)

Steamers	Sailings from Marseilles	Arr. at Hong Kong & Sailings for Shanghai and Japan	Sailings from Hong Kong for Marseilles
ATHOS II	2nd Aug.	18th Sept.	27th Sept.
ANGERS	26th Aug.	27th Sept.	28th Oct.
DARTAGNAN	9th Sept.	11th Oct.	8th Nov.
GAL. METZINGER	23rd Sept.	25th Oct.	22nd Nov.
SPHINX	7th Oct.	8th Nov.	6th Dec.
PORTHOIS			

RATES OF PASSAGE MONEY TO MARSEILLES (including Table Wine and Free Doctor's Attendance).
 1st Class ... \$ 99. 03. 04. 2nd Class ... \$ 85. 04. 04. 3rd Class ... \$ 70. 03. 02. STEAMERS 2nd ... \$ 81. 04. 04. Through Tickets to London and Leading Towns of Europe. Accommodations reserved in the Trains at Marseilles. (Sailings subject to alteration without notice.)
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Shipping News Arrivals and Departures, etc.

ARRIVALS.

September 7th.
 Peru, Danish motor ship, 3,932 tons, Capt. J. Borch, from Copenhagen and Tegal, with 9,046 tons of sugar, lying at buoy No. 48—J.C.J.L.
 Tak Hing, Chinese str., 105 tons, Capt. Lam Shing, from Autau, with a general cargo, lying at Luon Cheong Wharf—Fook Hoi Co.
 Tonja, Norwegian str., 1,940 tons, Capt. H. Rasmussen, from Canton, lying at Kowloon Dock—Dodwell & Co.
 Wingee, Chinese str., 503 tons, Capt. I. A. de Lemos, from Port Bayard, with a general cargo, lying at Salkong Wharf—Yek Kee Co.

September 8th.
 Glenluce, British motor ship, 4,129 tons, Capt. M. V. Kennett, from London, which port she left on July 23rd, with a general cargo, lying at Kowloon Wharf—Jardine, Matheson & Co.
 Kohaku Maru, Japanese str., 1,603 tons, Capt. S. Shimizu, from Dairen, which port she left on September 2nd, with coal and pigs, lying at buoy No. 49—O.S.K.
 Lycan, British str., 4,814 tons, Capt. J. R. Scott, from Liverpool and Singapore. The latter port she left on September 3rd, with 2,300 tons of general cargo, lying at Holt's Wharf—B. & S.

CLEARANCES.

September 8th.
 City of Evansville, for Manila. Companias, for Haiphong. Deli Maru, for Swatow. Glenluce, for Shanghai. Hydrangea, for Swatow. Hunk Cheng, for Chinkiang. Lycan, for Shanghai. Macassar Maru, for Moji. New Mathilde, for Hoehow. Rheinpreussen, for Saigon. Tokushima Maru, for Singapore.

SHIPPING MOVEMENTS.

The Ben Line s.s. Benavon, from Leith, Middlebro', Antwerp, London, and Straits, is due to arrive here on the 14th inst.

ASIATIC DECK PASSENGERS.

There were 1,306 Asiatic deck passengers entering the Colony during the 24 hours ended at 9 a.m. yesterday.

VESSELS EXPECTED.

Achilles (Blue Funnel), due Sept. 13th.
 Aeneas (Blue Funnel), due Sept. 23th.
 Aki Maru (N.Y.K.), due Sept. 15th.
 Akita Maru (N.Y.K.), due Sept. 18th.
 Alipore (P. & O.), due September 11th about noon.
 Ando Maru (N.Y.K.), due Sept. 15th.
 Awa Maru (N.Y.K.), due Sept. 27th.
 Angers (M.M.), due September 13th.
 Arufura (E. & A.), due October 3rd.
 Benavon (Ben Line), due September 14th.
 Bolton Castle (Dodwell), due Sept. 24th.
 Calchas (Blue Funnel), due Sept. 12th.
 Capitaine Faure (M.M.), due Sept. 20th.
 City of Salford (Bank Line), due October 1st.
 City of Tokio (Bank Line), due November 28th.
 City of Wellington (Bank Line), due October 15th.
 City of Winnipeg (Bank Line), due December 24th.
 D'Aragnan (M.M.), due September 27th.
 Demodocus (Blue Funnel), due November 17th.
 Devanha (P. & O.), due December 23rd.
 Diomed (Blue Funnel), due October 8th.
 Empress of Asia (C.P.R.), due (from Manila), Sept. 12th.
 Empress of Canada (C.P.R.), due September 18th.
 Esquimaux (Dodwell), due September 15th.
 Eurypylus (Blue Funnel), due Oct. 25th.
 General Metzing (M.M.), due October 11th.
 Hakata Maru (N.Y.K.), due Sept. 19th.
 Hakone Maru (N.Y.K.), due Sept. 16th.
 Japan (Swedish East Asiatic), due October 12th.
 Japanese Prince (Furness, F.E.), due September 18th.
 Kama Maru (N.Y.K.), due to-day.
 Kashgar (P. & O.), due November 25th.
 Kashmir (P. & O.), due September 29th.
 Katori Maru (N.Y.K.), due Sept. 20th.
 Kermuc (Blue Funnel), due Sept. 25th.
 Lahore (P. & O.), due September 26th.
 Lushan Maru (N.Y.K.), due Sept. 14th.



Your Own Room

Genuine comfort and every modern convenience attend you in your stateroom aboard President Liners. You will be delightfully pleased with the luxury and hominess of your accommodations.

The magnificent President Liners are broad of beam and exceptionally steady. All are oil burners, swift express liners. The public rooms are luxuriously appointed and inviting. All staterooms are outside, splendidly furnished and equipped with beds—not berths. Each room has hot and cold running water, also fans, wardrobe, thermos bottles and reading lamps. Private bath and showers in connection with many rooms perfect the travel comfort of these giant passenger liners. The Cuisine is world famous. The deliciously prepared menus will delight you. And how the orchestra adds zest to your dining. The decks are spacious. The Glass-enclosed Promenade always popular. Deck sports, open air swimming pool, movies, evening dances—everything has been done to make your trip a happy one. Unexcelled anywhere—is the courteous and efficient service accorded you by the trained personnel aboard the President Liners. The great frequency of sailings and the liberal stopover privileges of the Dollar Steamship and American Mail Lines have made these giant passenger liners outstandingly popular among travelers.

WEEKLY TRANS-PACIFIC SERVICE

TO SAN FRANCISCO and LOS ANGELES

The Sunlighter sails via Honolulu

Fortnightly sailings on Tuesdays

TO SEATTLE and VICTORIA

The Short, Straight Route to America

Fortnightly sailings on Wednesdays

Pres. Grant ... Mon., Sept. 12th, Mid-night
 Pres. Cleveland ... Tues., Sept. 27th
 Pres. Pierce ... Tues., Oct. 11th
 Pres. Taft ... Tues., Oct. 25th

Special Through Rates to Europe, via United States, \$120, \$112.
 Direct connections with all Atlantic lines. Choice of railway lines across United States and Canada, with liberal stop-over privileges for sight-seeing.

TO EUROPE AND NEW YORK

Fortnightly sailings on Tuesdays via Manila, Suez, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, Boston and New York.

Pres. Harrison ... Tues., Sept. 13th, 6 a.m.
 Pres. Monroe ... Tues., Sept. 27th, 8 a.m.
 Pres. Wilson ... Tues., Oct. 11th, 6 a.m.
 Pres. Van Buren ... Tues., Oct. 25th, 8 a.m.
 Pres. Hayes ... Tues., Nov. 8th, 6 a.m.
 Pres. Polk ... Tues., Nov. 22nd, 8 a.m.

TO MANILA

Pres. Harrison ... Sept. 13th, 6 a.m.
 Pres. Lincoln ... Sept. 13th, 6 p.m.
 Pres. Cleveland ... Sept. 19th, 6 p.m.
 Pres. Monroe ... Sept. 27th, 8 a.m.
 Pres. Madison ... Sept. 27th, 6 p.m.
 Pres. Pierce ... Oct. 3rd, 6 p.m.

For Bookings, Passenger and Freight Information Apply to

Hong Kong and Shanghai Bank Building, Ground Floor
 Telephone Central 2477, 2478 and 795
 Cable Address "Dollar"

Dollar Steamship Line and American Mail Line

Maedonia (P. & O.), due October 11th.

Malina (P. & O.), due September 15th.

Mantua (P. & O.), due November 11th.

Mayelashi Maru (N.Y.K.), due Sept. 21st.

Mongolia (P. & O.), due October 23th.

Morea (P. & O.), due December 9th.

Novara (P. & O.), due to-day, about noon.

Nyanta (P. & O.), due September 21st.

Oana (Blue Funnel), due November 10th.

Oldenburg (H.A.L.), due this morning.

Orestes (Blue Funnel), due October 30th.

Penang Maru (N.Y.K.), due Sept. 10th.

Phemius (Blue Funnel), due Oct. 31st.

Portos (M.M.), due November 8th.

Rangoon Maru (N.Y.K.), due Sept. 10th.

Sado Maru (N.Y.K.), due to-day.

Protestant (Blue Funnel), due Oct. 25th.

Sarpedon (Blue Funnel), due Oct. 20th.

Shimo Maru (N.Y.K.), due Sept. 13th.

Siberia Maru (N.Y.K.), due Sept. 23th.

Si-Kiang (M.M.), due October 21st.

Sphinx (M.M.), due October 25th.

Sumatra (Swedish East Asiatic Co., Ltd.), due September 24th.

Sunghwan Maru (N.Y.K.), due Sept. 22nd.

Tango Maru (N.Y.K.), due Sept. 20th.

Takima (B.I. & Apcar), due Sept. 13th.

Talma (B.I. & Apcar), due Sept. 13th.

SUNRISE AND SUNSET IN HONG KONG.

FOR SEPTEMBER, 1927.

STANDARD TIME OF THE 120th MERIDIAN, EAST OF GREENWICH.

Date	Sunrise	Sunset
Sept. 9th	6.06 a.m.	6.33 p.m.
10th	6.08	6.32
11th	6.08	6.31
12th	6.08	6.30
13th	6.09	6.29
14th	6.09	6.28
15th	6.10	6.28
16th	6.10	6.27
17th	6.11	6.26
18th	6.11	6.25
19th	6.11	6.24
20th	6.11	6.23
21st	6.11	6.22
22nd	6.12	6.21
23rd	6.12	6.20
24th	6.12	6.19
25th	6.12	6.17
26th	6.13	6.17
27th	6.13	6.16
28th	6.14	6.15
29th	6.14	6.14
30th	6.14	6.13

Tanda (E. & A.), due November 7th.

Telesina (Blue Funnel), due Oct. 18th.

Theeseus (Blue Funnel), due October 1st.

Tilvina (B.I. & Apcar), due Sept. 26th.

Tallishius (Blue Funnel), due Nov. 18th.

Tottori Maru (N.Y.K.), due Sept. 28th.

Tyndareus (Blue Funnel), due Oct. 21st.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

CANTON ... "KWONGSANG" Saturday, 10th Sept., at 3 a.m.
 STRAITS & CALCUTTA ... "KUTSANG" Saturday, 10th Sept., at 3 p.m.
 SHANGHAI ... "YUENSANG" Sunday, 11th Sept., at 10 a.m.
 TSINGTAU via SWATOW & SHANGHAI ... "KWAISANG" Monday, 12th Sept., at 10 a.m.
 CANTON ... "HANGSANG" Tuesday, 13th Sept., at 6 a.m.
 STRAITS & CALCUTTA ... "NAMSANG" Tuesday, 13th Sept., at 3 p.m.
 CANTON ... "YATSHING" Wednesday, 14th Sept., at 6 a.m.
 OSARA via AMOY, MOJI & KOBE ... "LAISANG" Wednesday, 14th Sept., at 7 a.m.
 TSINGTAU via SWATOW & SHANGHAI ... "KWONGSANG" Wednesday, 14th Sept., at 10 a.m.
 TSINGTAU via SWATOW & SHANGHAI ... "HANGSANG" Sunday, 18th Sept., at 10 a.m.
 TIENSIN ... "CHEONGSHING" Tuesday, 20th Sept., at 5 p.m.
 TSINGTAU via SWATOW & SHANGHAI ... "YATSHING" Wednesday, 21st Sept., at 10 a.m.
 OSARA via AMOY, SHANGHAI, YOKOHAMA, MOJI & KOBE ... "HOSANG" Friday, 22nd Sept., at 7 a.m.

For Freight or Passage, apply to—

JARDINE MATHESON & CO., LTD. GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 215. [8]

GLEN LINE.

FARE: HONG KONG TO LONDON £82.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENBARRY" ... (via Oran) 21st September
 Motor Vessel "GLENLUCE" ... (via Oran) 19th October
 Steamship "GARMARTHENSHIRE" ... (via Oran) 2nd November
 Motor Vessel "GLENTERA" ... (via Oran) 30th November

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Steamship "GARMARTHENSHIRE" ... Due Hong Kong, 18th September
 Motor Vessel "GLENBEG" ... 29th September
 Motor Vessel "GLENTERA" ... 18th October
 Steamship "GARMARTHENSHIRE" ... 27th October

For Freight, Passage and further Particulars, apply to

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

NORDEUTSCHER LLOYD, BREMEN.

FAR EASTERN PASSENGER AND FREIGHT SERVICE.



Cabin class ... 273-48. 01
 Intermediate class ... 248-24. 01
 To GENOA.

NEXT SAILINGS:

Regular Fast Four-weekly Passenger-Service. (Also taking cargo.)

ACCOMMODATION FOR 100 CABIN CLASS AND 150 INTERMEDIATE CLASS PASSENGERS.	ARRIVAL AT HONG KONG AND SAILINGS FOR SHANGHAI AND YAKU (TIENSIN)	ARRIVAL FROM SHANGHAI AND SAILINGS FOR GENOA, ROTTERDAM & HAMBURG.
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S.S. "SAARBRUECKEN"	—	24th Sept. 1927.
S.S. "COBLENZ"	27th Sept. 1927.	22nd Oct. "
S.S. "FULDA"	24th Oct. "	18th Nov. "

Regular Fast Four-weekly Freight Service.

NEXT HOMEWARD SAILING:

S.S. "ROLAND" ... on or about 8th October, 1927
 S.S. "SCHLESSEN" ... on or about 9th November, 1927
 * Calling at Marseilles besides the usual ports.
 * Calling at Tripoli and Marseilles besides the usual ports.

NEXT ARRIVALS FROM EUROPE:

S.S. "NUERNBERG" ... on or about 14th Sept. in Hong Kong.

For Freight, Passage and further Particulars, please apply to—

MELCHERS & CO.

Telephone C. 4557. Agents, 4, Queen's Building, Chater Road. HONG KONG. [20]

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

SWATOW, AMOY & FOOCHOW AND RETURN

(Occupying 8 to 9 Days)

* HAINING ... Saturday, the 10th September, at 1 p.m.
 * HAIHONG ... Tuesday, the 13th September, at 1 p.m.
 * HAIYANG ... Friday, the 16th September, at 1 p.m.
 * Calling at Swatow for Passengers only.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Foochow (Pagoda Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$50.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO., General Managers.

Shortest, Most Interesting Way to EUROPE

To the United States—
To Canada!
9 Days Across
from Japan

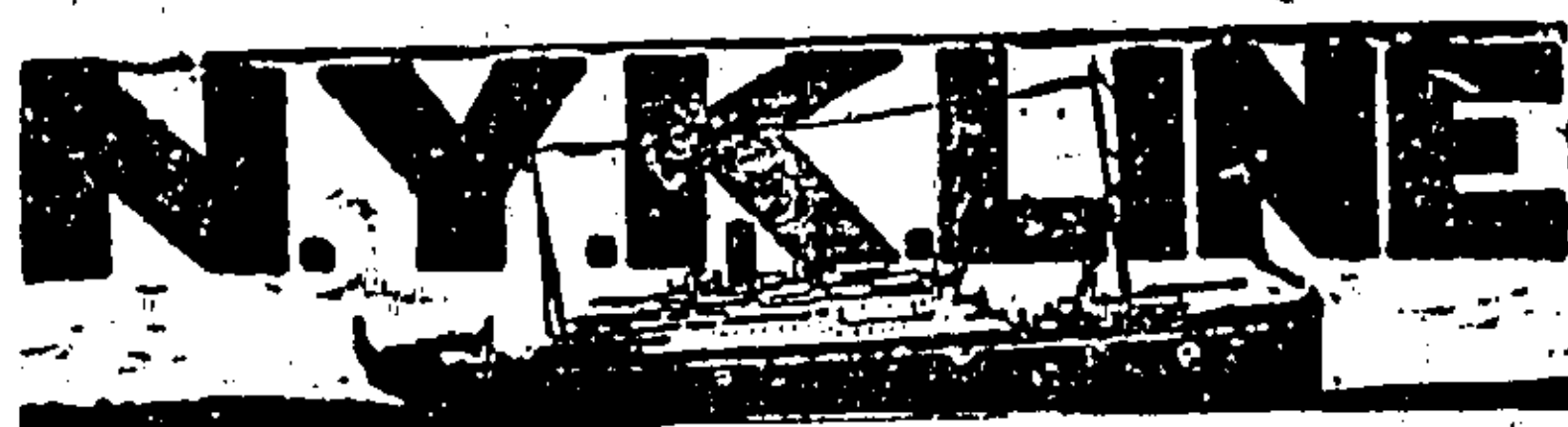


No long drawn out ocean trip but a... sea journey with rail... cool and comfortable! Shortest route across the Pacific... from Japan! Shortest across America! Shortest across the Atlantic! And at each transfer, only a stop from steamer to train, Express of Canada, Express of America and Express of Europe are fastest links across the Pacific. 17 days from Hong Kong. 14 days from Shanghai. 9 days from Yokohama. Then, at Vancouver... through the thrilling Canadian Pacific Rockies... Fifty Switzerland in One!

The Atlantic Empress and Cabin Class Ships sail from Montreal and Quebec, 1,000 sheltered miles on the St. Lawrence... then about 4 days open sea to Liverpool, Southampton, Belfast, Queenstown, Cherbourg, Antwerp, Hamburg. This Service, combined with the Pacific Railway and Hotel Services en route... offer you, or members of your family travelling alone... the utmost in comfort and solicited personal attention. All one management... Canadian Pacific.

Let a Canadian Pacific agent or his representative tell you how attractive the through rates are and... how short, comfortable and convenient the route.

Canadian Pacific
The World's
Greatest Travel
System



THROUGH BOOKING TO EUROPE AT REDUCED RATES:
\$120, \$115, \$110, \$102, \$93, via SAN FRANCISCO,
\$340, \$340 via JAPAN AND SEATTLE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
SHINKO MARU ... Tuesday, 20th Sept.
SIBERIA MARU ... Tuesday, 4th Oct.
TAIYO MARU ... Tuesday, 18th Oct.

* Calls Los Angeles, Omitting Honolulu.

LONDON via Singapore, Suez, Marseilles & Ports.

KAMO MARU ... Saturday, 10th Sept.

KATORI MARU ... Saturday, 24th Sept.

AKITSU MARU ... Saturday, 8th Oct.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 21st Sept.

AKI MARU ... Wednesday, 19th Oct.

BOMBAY via Singapore, Penang & Colombo.

SADO MARU ... Saturday, 10th Sept.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

ANYO MARU ... Thursday, 29th Sept.

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

HAKATA MARU ... Wednesday, 21st Sept.

NEW YORK and/or BOSTON via PANAMA.

TAKEUCHI MARU ... Saturday, 10th Sept.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

LIMA MARU ... Friday, 21st Oct.

CALCUTTA via Singapore, Penang & Rangoon.

TOKUSHIMA MARU ... Friday, 9th Sept.

AKITA MARU ... Monday, 19th Sept.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Friday, 16th Sept.

SHANGHAI, KOBE & YOKOHAMA.

OSAKA MARU (Moji direct) ... Sunday, 11th Sept.

HAKONE MARU ... Saturday, 17th Sept.

YAMAGUCHI MARU (Moji direct) ... Monday, 19th Sept.

For further information, apply to—

NIPPON YUSEN KAISHA.

Telephone: Central No. 292 (Private exchanges to all Depts.).



**KONINKLYKE PAKETVAART
MAATSCHAPPY.**

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE MOTOR VESSEL

"VAN HEUTSZ"

Due to sail to SINGAPORE, BELAWAN, DELI and
PENANG, on 15th September.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)
Service to a. destinations in the Netherlands East Indies
and Australia.

Agents—

JAVA-CHINA-JAPAN-LIJN.

Telephone 1574—Four Buildings, Colaba Road.

Shipping News

Daily Statement, Waterfront
News, etc.

YESTERDAY'S FREIGHT RETURNS.

INWARD AND THROUGH
CARGOES NORMAL.
ONLY NINE ARRIVALS.

Freights entered into the Colony
and carried for other ports during
the 24 hours ended at 9 a.m. yes-
terday were normal, although the
number of vessels arriving was only
nine.

Hong Kong's imports amounted to
16,856 tons. These were carried
nine vessels, with 3,377 tons on four
British steamers. The two best re-
turns were shown by the Danish ship
Peru and the *s.s. Prosper*. The
former arriving from Fegul
brought 9,646 tons of sugar and the
latter from Saigon contributed
9,230 tons of rice.

Through freights, although car-
ried by three steamers, were slightly
heavier than local imports. There
were 17,313 tons manifested. The
French steamer *Talou*, from Shang-
hai, had 9,056 tons. The Japanese
vessel *Macassar Maru* carried 4,500
tons from Balikpapan and the
British liner *Glennace* manifested
3,957 tons.

The arrivals and departures dur-
ing the period under review were:

	Arr.	Dep.
British	4	8
French	1	2
Danish	1	2
Norwegian	1	2
Japanese	0	2
Chinese	0	2
Dutch	0	1
Total	9	18

The Carriers.

S.S. *Glennace* (British) from
Singapore, 1,100 tons general for
Hong Kong and 3,957 tons for
other ports.

S.S. *Kwai Sang* (British) from
Swatow, 250 tons general for
Hong Kong.

S.S. *Hai Ning* (British) from
Swatow, 250 tons general for
Hong Kong.

S.S. *New Mathilde* (British)
from Hoilow, 1,500 tons coal
for Hong Kong.

S.S. *Yulu* (French) from Shang-
hai, 33 tons general for Hong
Kong and 9,056 tons for other
ports.

S.S. *Peru* (Danish) from Fegul,
9,646 tons sugar for Hong
Kong.

S.S. *Prosper* (Norwegian) from
Saigon, 9,230 tons general for
Hong Kong.

S.S. *Honan Maru* (Japanese)
from Swatow, 800 tons gen-
eral for Hong Kong.

S.S. *Macassar Maru* (Japanese)
from Balikpapan, 4,500 tons
general for Hong Kong and
4,500 tons for other ports.

WARSHIPS IN PORT.

Warships in port yesterday were:
South Wall Basin, *Scorpio* and
Seraph; East Wall Basin, *On-
slaught*, *Tarantula*, *S.M. L-15*
and *L-19*; West Wall Dock, *Durban*;
In Dock, *Sirdar* and *Robin*; Tai-
koo Dock, *Peterel* and *Tern*; Kowloon
Dock, *Magnolia*; No. 2 Buoy,
Belgic; No. 6 Buoy, *Vindictive*;
No. 8 Buoy, *Dunbar*; No. 12 Buoy,
Keppel; No. 18 Buoy, *Ruthenia*
and *Khariki*.

Foreign Men of War—French,
Craonne and *Argus*; U.S.S. *Pan-
panga*.

DAILY WATERFRONT NEWS.

THE DANISH MOTOR SHIP

"PERU"

THE HOME MAIL.

[BY LONGSHOREMAN.]

A new visitor to Hong Kong
harbour was the Danish motor
vessel *Peru*, owned by the Det.
Ostasiatisk Kompagni of Copen-
hagen. She is a vessel of 6,910 tons
gross and 5,223 net, with a length
of 426.3, beam, 55.2 and moulded
depth of 27.5. Built in 1918 by
Burmeister and Wain, at Copen-
hagen, she is a steel twin-screwed,
oil-engined vessel, with four masts,
as are most of the other vessels of
the line. She was also engaged by
Burmeister and Wain with 12
cylinder equipment, developing a
nominal horsepower of 717.

The *Peru* entered the biggest
cargo in yesterday morning's re-
turn this being 9,646 tons of sugar
from Fegul.

Her commander is Captain J.
Barth, and she has a crew of 38
Europeans, no Asiatics being
carried.

Another New Visitor.

Another, newly-built ship is due
to arrive some time to-day, this
being the Dutch vessel *Mapia*, of
Stoom Maatschappij Nederland, built in
1923 by Sir J. Laing & Co. of
Sunderland. She was engaged by
Armstrong Whitworth & Co. of
Newcastle, with five watertube
boilers, developing a nominal
horsepower of 851.

With a tonnage of 9,373 gross
and 5,930 net, her dimensions are
length 450.4, beam 60.3 and moulded
depth 37.4. The local agents
are the J.C.J.L.

The Canton Steamers.

Since the firing at the *s.s. Lung-
shan* this week, the afternoon steam-
ers are now leaving Canton in ac-
cordance with suitability of tides.
If there is a likelihood of there
being low water they leave at 2
p.m., so that they are now liable
to leave at any time between 3 p.m.
and 4 p.m., arriving at Hong Kong
between 9 and 10 p.m.

Dutiable "Smokes."

Ng Kai, the Chief Steward of the
s.s. Chuenchow, was arrested on the
waterfront on Wednesday on a
charge of being in possession of a
quantity of cigarettes on which
duty had not been paid. Mr.
Horace Lo, in appearing for the de-
fence at the Central Magistrate's
yesterday morning, applied for a
remand, stating that the defend-
ant, who was on bail of \$40, was
away on his boat. The case was
adjourned by Major C. Willson
until Wednesday.

Home Mail.

The *Lycan* arrived with the
Home mail (letters only) via
Negapatam yesterday morning.
The total mail landed here was 105
bags, of which number 53 bags were
for Hong Kong, the remainder be-
ing for transshipment. The United
Kingdom letters were contained in
41 bags, under date of London,
August 11th. Papers of the same
date are scheduled to arrive on
Sunday by the *Alipore*. Home
mail via Siberia is due on the
Yavara to-day, and the *Lycan*
leaves port to-day with outward
Home and Europe mail via the
same route. During the week-end
two "President" liners are
scheduled to arrive with American
and Canadian mails, etc.

BANK LINE LTD.
AGENTS FOR
ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

S.S. "KABINGA" ... London, Rotterdam, Hamburg & Leith ... 14th September

S.S. "CITY OF PERTH" ... Havre, London & Glasgow ... 4th November

AUSTRALIA

Sailing from SINGAPORE 7th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa

Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line.

or other services.

BOSTON, NEW YORK & BALTIMORE ... AMERICAN AND MANCHURIAN LINE

S.S. "CITY OF BOMBAY" ... via Suez Canal ... 8th October

S.S. "CITY OF EASTBOURNE" ... via Suez Canal ... 8th November

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK, PHILADELPHIA

& HAWANA ... AMERICAN & ORIENTAL LINE

S.S. "OLIVEBANK" ... via Suez Canal ... 27th September

MAURITIUS & SOUTH AFRICA ... ORIENTAL AFRICAN LINE

S.S. "TINHOW" ... From Hong Kong ... 25th October

Leading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, (Port Elizabeth) Mossel

Bay and Capetown

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Ludorita Bay, Walvis Bay and Madagascar.

For Freight or passage on any of the above lines apply to—

Telephone: Central 4791.

THE BANK LINE, LTD.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).

MAIL AND PASSENGER STEAMERS

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEEN-
SLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"NOVARA"	6,989	10th Sept, 10 a.m.	Marseilles and London.
"DEVANHA"	8,135	17th Sept.	Marseilles, L'don, Antwerp & Hull.
"KIDDERPORE"	5,334	19th Sept.	Straits, Colombo, B'way & Karachi.
"KHYBER"	5,114	1st Oct.	Marseilles, L'don, Antwerp & Hull.
"ALIPORE"	5,373	2nd Oct.	Straits, Colombo & Bombay.
"NYANZA"	7,023	12th Oct.	Straits, Colombo & Bombay.
"MALWA"	10,398	15th Oct.	Marseilles and London.
"NAGPORE"	6,283	20th Oct.	Straits, Colombo and London.
"KASHMIR"	8,985	29th Oct.	Marseilles, L'don, Antwerp & Hull.
"MACEDONIA"	11,120	12th Nov.	Marseilles and London.
"MONGOLIA"	16,504	28th Nov.	do.
"MANTUA"	10,346	10th Dec.	do.
"KASHGAR"	9,006	24th Dec.	do.
"MOREA"	10,933	7th Jan, 1928	do.
"DEVANHA"	8,135	21st Jan.	do.
"MALWA"	10,398	4th Feb.	do.
"KHYBER"	5,114	18th Feb.	do.
"MACEDONIA"	11,120	3rd Mar.	do.
"KHIVA"	9,136	16th Mar.	do.
"KASHMIR"	8,985	17th Mar.	do.
"MANTUA"	10,346	31st Mar.	do.
"KALYAN"	9,444	7th April.	do.
"MONGOLIA"	16,504	14th April.	do.
"MOREA"	10,933	28th April.	do.
"KASHGAR"	9,006	12th May.	do.

† Does not carry passengers. ‡ Passengers to Singapore only.

* Calls at Port Sudan. Does not carry 3rd class passengers.

Frequent connections from Port Said for Passengers and Cargo to Con-
stantinople, Piræus, Smyrna, and other Levant Ports by steamers of the
Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong	Destination
"TALMA"	10,000	15th Sept.	Singapore, Penang and Calcutta
"TILAWA"	10,000	30th Sept.	do.
"TAKLIWA"	7,838	5th Oct.	do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong	Destination
"ST. ALBANS"	4,500	30th Sept.	Manila, Sandakan, Thursday
"ARAFURA"	9,000	24th Oct.	Island, Townsville, Brisbane,
"ANDAL"	9,556	12th Dec.	Sydney and Melbourne.
"ST. ALBANS"	4,500	30th Dec.	do.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia.

The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, India, Cebu,
Kobe, Yokohama, Tawau, Timor, Darwin, or other ports en route as induc-
ment offered.

Frequent connections from Australia with the following—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand

Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via
Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong	Destination
"ALIPORE"	5,273	12th Sept.	Shanghai, Moji, Kobe & Yokohama.
"TAKLIWA"	7,838	16th Sept.	Amoy, Moji, Kobe & Yokohama.
"MALWA"	10,398	16th Sept.	S'hai, Moji, Kobe & Yokohama.
"NYANZA"	7,023	22nd Sept.	Shanghai, Moji, Kobe & Yokohama.
"KASHMIR"	8,985	27th Sept.	S'hai, Moji, Kobe & Yokohama.
"KASHMIR"	8,985	30th Sept.	S'hai, Moji, Kobe & Yokohama.
"KASHMIR"	8,985	30th Sept.	S'hai, Moji, Kobe & Yokohama.
"MACEDONIA"	11,120	15th Oct.	S'hai, Moji, Kobe & Yokohama.
"MONGOLIA"	16,504	29th Oct.	do.
"MANTUA"	10,346	10th Nov.	Moji, Kobe, Osaka & Yokohama.
"KASHGAR"	9,006	24th Nov.	S'hai, Moji, Kobe & Yokohama.
"ST. ALBANS"	4,500	26th Nov.	do.
"NOVARA"	6,989	10th Dec.	Moji, Kobe, Osaka & Yokohama.
"DEVANHA"	8,135	24th Dec.	S'hai, Moji, Kobe & Yokohama.
"MALWA"	10,398	7th Jan, 1928	do.
"KHYBER"	5,114	21st Jan.	do.
"MACEDONIA"	11,120	4th Feb.	do.
"KASHMIR"	8,985	18th Feb.	do.
"MANTUA"	10,346	20th Feb.	do.
"MONGOLIA"	16,504	17th Mar.	do.
"MOREA"	10,933	30th Mar.	do.
"KASHGAR"	9,006	13th April.	do.
"MALWA"	10,398	27th April.	do.
"DEVANHA"	8,135	11th May.	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore

while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are

